

Motopia

Lifestyle and motoring

Your
premier
motoring
magazine



Road tested

- New Honda Accord
- Porsche Boxster
- Mercedes C-Class Estate
- Mitsubishi Lancer

Moto diary

- Goodwood FOS
- BTCC - pics
- Classroom capers at Gurston Down

Commercials

- Citroën Dispatch
- VW EcoFuel

Win

- Tiff's new supercar collection DVD



Eat your greens

Dual-fuel supercar - and it's British!

Tiff Needell

talks to Motopia about life in the fast lane



Motor Show 2008



Buy and love an Austin A60



Ford Kuga gets five stars



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INDEX

- 4 News
- 5 News
- 6 Road test: Mitsubishi Lancer GS4
- 8 News
- 9 News
- 11 Road test: Honda Accord range
- 12 Motorcycle news
- 14 Road test: Mercedes C-Class Estate
- 15 Interview with Tiff Needell
- 16 Buy and love a classic Austin A60
- 18 Road test: Porsche Boxster
- 19 Motorsport Special: hillelimb school
- 20 Servicing
- 22 Overseas Adventure: Monaco
- 24 Commercial: Citroën Dispatch
- 25 Road test: Land Rover Discovery
- 26 Commercial news
- 27 Directory ...And finally

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We are sailing...

AHOY me shipmates and welcome to a feature-packed July issue of Motopia magazine. Summer has arrived and Salisbury has just enjoyed its sixth annual Motor Show at Wilton House.

The show season is in full swing with events taking place in Andover for modified-car fanatics and motorcycle enthusiasts, plus motorsport fans will be revelling in all things octane at the Goodwood Festival of Speed in a couple of weeks' time.

Tiff Needell, that nice chap off the telly, spares a few moments to chat to us about what he likes to listen to in the car, his favourite supercar and what he used to get up to before he took to the circuit. He's just released a DVD of his favourite fast reviews. And we have five copies to give away.

I've been back to school to learn about speed hillclimbing, and by the time this magazine reaches you, I will have competed in the Volvo Round The Island Race, in an all-girl team who thought we'd try our hands at sailing. It's not quite skydiving, but as long as there is no 'diving', I'll be happy.

Kim Henson explains the pleasures of Austin A60 ownership, and also tries out some new mod-

els in the shape of the Land Rover Discovery 3 and Mercedes C-Class Estate.

Taco visits the BTCC at Thruxton and captures Jason Plato 'awash' with celebratory Champers.

Our guest writer this month is Guy Loveridge, who shares his Overseas Adventure taking part in this year's Monaco Historic Grand Prix - and he didn't finish last, so well done Guy!

Salisbury's first two-storey new-car showroom opens its doors on July 5th. Congratulations to Penton Motor Group for taking its dealerships into a whole new dimension.

From four wheels to four legs, here's a timely reminder not to leave your dog in the car in the hot weather. You wouldn't want your fluffy little chum to suffer an agonising slow-bake to the kennel in the sky.

On a happier note, enjoy the magazine and don't forget to catch up online at www.motopia.co.uk where we are adding video reviews as well as the usual motorsport and classic news. ♥

Melissa Terry, Editor

The new Suzuki Swift
from

£8,260



The Suzuki SX4
from

£10,515



The Grand Vitara 5 door
from

£14,999



Way of Life!

Penton Suzuki

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www.pentonmotorgroup.com



Swift range official fuel consumption figures in mpg (L/100km): urban from 31.0 (9.1) to 50.4 (5.6), extra urban from 46.3 (6.1) to 72.4 (3.9), combined from 39.8 (7.1) to 62.7 (4.5). Official CO₂ emissions from 119g/km to 171g/km.

Grand Vitara range official consumption figures in mpg (L/100km): urban from 24.1 (11.7) to 32.5 (8.7), extra urban from 37.2 (7.6) to 45.6 (6.2), combined from 31.0 (9.1) to 39.2 (7.2). Official CO₂ emissions from 190g/km to 217g/km.

SX4 range official consumption figures in mpg (L/100km): urban from 28.8 (9.8) to 44.1 (6.4), extra urban from 44.1 (6.4) to 61.4 (4.6), combined from 37.1 (7.6) to 53.3 (5.3). Official CO₂ emissions from 139g/km to 182g/km.

Models shown: The Swift 1.5 GLX 5 door available at £9,515 on the road (metallic paint available at extra cost), the SX4 1.8 GLX at £10,999 on the road (metallic paint available at extra cost) and the Grand Vitara 2.0 16V 5 door available at £14,999 on the road (metallic paint available at extra cost). Vehicles shown may not be to UK specification. All prices are correct at time of going to press.



Top Gear: Westover Toyota getting ready for an Arctic challenge



Penton Suzuki Swift winner Caroline Harris (fourth on right) with the members of the Spire FM and Penton Suzuki teams



Suzuki's new Splash dives right in

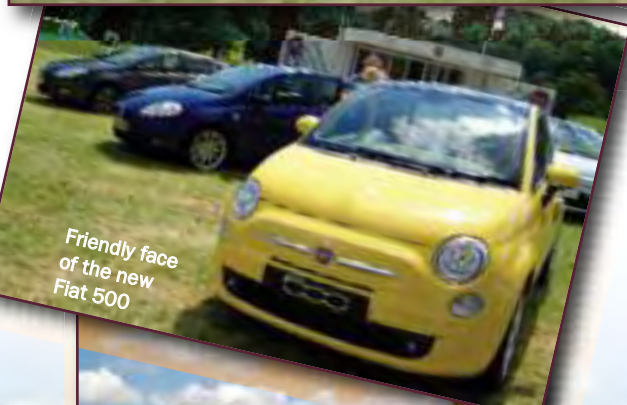


Evo R Us - Southgate Mitsubishi

Planes, games and automobiles



A fine gathering of Lotae...



Friendly face of the new Fiat 500

DESPITE a heavy shower on both afternoons, the Salisbury Motor Show still drew the crowds over the Father's Day weekend of June 14th and 15th.

Many of the city's dealerships and a couple from further afield held stands showing off the latest models, with many marques offering newly launched models such as the Citroen C5 and Mitsubishi Lancer.

This event is an ideal opportunity for those in search of their next car to sit in and compare quality, driving positions and prices, all within the hour. And, even those who are not on the lookout right now, were able to get a feel for what could possibly be their next car.

Suzuki caused a 'splash' with their latest small car, which is actually bigger on the inside than it looks from the outside. August Motors were demonstrating the latest Accord, which has been totally redeveloped. Westover Toyota had one of the Arctic Hi-Luxes, as used by the Top Gear team to go to the North Pole.

A microlight aircraft, courtesy of the Old Sarum Flying Club, flew in for the

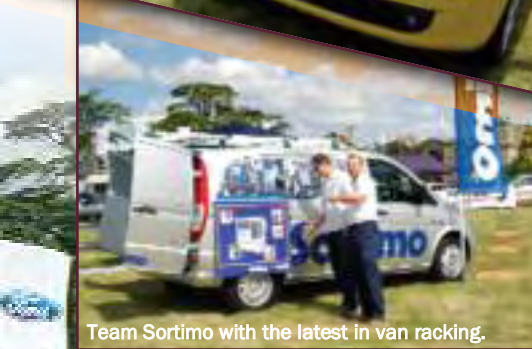
weekend and the Salisbury Motorcycle and Light Car Club were displaying vintage bikes. A couple of dashing Ferraris turned up for the parade, giving an aural and visual treat for visitors.

On Sunday morning 102 finalists gathered in the arena to be whittled down to just five in the final of the Penton and Spire FM car giveaway, with a new Swift GL up for grabs.

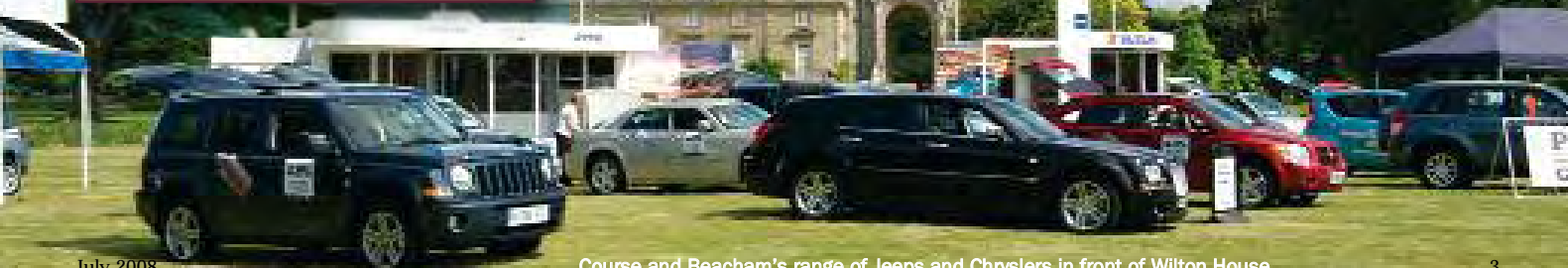
The deserving winner, Caroline Harris, of Amesbury, was overjoyed and drove around the ring several times, before celebrating with a little Champers.

Rally cars, motorcycles, horse boxes and even commercial vehicle racking was given a thorough airing and a local Lotus enthusiast club turned out in large numbers to entertain the crowds on Father's Day.

The beautiful backdrop is provided each year courtesy of our local stately home, Wilton House. ♥



Team Sortimo with the latest in van racking.



Course and Beacham's range of Jeeps and Chryslers in front of Wilton House

New Gallardo breaks cover

THE PRICE of the new Lamborghini Gallardo Coupé LP560-4 in the UK has been confirmed. The model is so named due to its engine position - Longitudinale Posteriore - and its power output of 560 hp. With 40hp more than the previous Gallardo and a 20kg reduction in weight, the power:weight ratio is improved to 2.5 kg per hp. The '4' refers to the Lamborghini product feature of permanent four-wheel drive.

The LP560-4 comes with a new V10, 5.2-litre direct fuel injection engine: 'iniezione Diretta Stratificata'. Despite its increased power, fuel consumption and CO2 emissions have been reduced by 18 per cent. With its new engine, permanent four-wheel drive transmission and new suspension, it delivers significantly enhanced performance and

dynamics. The Gallardo Coupé LP560-4 is a successor of the most successful Lamborghini model of all time. Approximately 7100 Gallardo models have left the Sant'Agata Bolognese pro-

duction plant since the coupe's original launch in 2003.

With enhanced acceleration from 0-62mph of 3.7 seconds, and a top speed in excess of 200mph, the new car is

priced at £147,330 on the road, including NavTrak vehicle tracking system and delivery package. Available to view now, deliveries will commence in the summer.



Vintage cars and all that jazz

ENTHUSIASTS for pre-war motoring can take part in a spectacular gathering this summer. The Jazz Age Garden Party is a unique 1930s-style English Country House garden party in a stunning Cotswold setting, recreating the atmosphere, spirit and style of the 1920s and 1930s.

Hundreds of beautiful pre-war cars—with their owners all clad in period dress - will gather over the last weekend of August for a spectacular experience. Catering is provided throughout the weekend, and guests will enjoy a Saturday evening picnic concert on the lawn. There's also a huge selection of vintage clothing and other products for sale. The party takes place at Westonbirt House, near Tetbury, Gloucestershire, on Saturday 30th and Sunday 31st August.

Website, www.spirit-of-the-age.co.uk has entry details for cars, guidance on dress, and details for people attending the Saturday evening picnic.

Ibiza revealed

THE COVERS have come off the most important new model in Spanish car maker SEAT's recent history with the unveiling of the all-new Ibiza five-door supermini.

All-new from the wheels up, and designed to reinforce SEAT's position as a leader in the supermini sector, the

bigger, better new Ibiza five-door has a range of 'big car' features to match its sharp styling.

The work of renowned ex-Lamborghini stylist Luc Donckerwolke, the new car offers a variety of class-leading options such as the availability of a new seven-speed DSG automat-

ic/sequential manual gearbox, Hill Hold Assist, front fog lights with side illumination (cornering) function and combined AUX-IN/USB connectivity for all manner of music devices.

Longer than the current model - the new Ibiza measures up at 4.05m, versus the existing car's 3.97m - it's markedly more capacious, too, with improved rear seat legroom and a significantly larger and more practical boot space which, at 292 litres with rear seats in place, is comfortably the largest in the supermini class.

Sitting on a new version of the renowned Ibiza 'Agile Chassis', with wider front and rear tracks (30mm and 33mm respectively) the new car looks and feels even more 'planted', and delivers both a composed ride and class-leading, sporty handling.

Debuting with a range of proven powerplants, the Ibiza five-door promises strong performance and outstanding economy. Beneath the bonnet, this front-wheel drive motor offers three petrol engine options: either a characterful 1.2-litre three cylinder 70PS; flexible 1.4-litre 85PS four cylinder or sporty 1.6-litre four cylinder 102PS.



SEAT'S dramatic new Ibiza Sport Coupé

HOT ON the heels of the smart SEAT Ibiza five-door's debut, SEAT has unveiled its stunning new Ibiza Sport Coupé. With two fewer doors and an even more svelte shape than its stylish five-door supermini sibling, the sassy Sport Coupé is tailored towards drivers keen to mix fun and functionality with a head-turning shape. The ultra slick-shifting automatic/sequential manual 'box will be available on 105 PS 1.6-litre versions, while crisp handling and a composed ride are assured courtesy of the Ibiza SC's all-new supermini platform.

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Andy's tithe of thanks to lifesavers

JUST DAYS after a Salisbury garage owner pledged to donate ten per cent of his earnings from car crash repairs to three local charities, the first cheques have been handed over.

Motorcycle racing accident survivor Andy Downes presented the first of what could be dozens of cheques for £50 to support the emergency services he says saved his life and ensured his recovery.

The donations were handed over in Devizes to Salisbury's Southern Spinal Injuries Trust, the Wiltshire Air Ambulance service and the Hampshire and Isle of Wight Air Ambulance service.

In between emergency calls, SSIT Trustee Victoria Holton joined Wiltshire helicopter paramedic Shaun Russell and the Hampshire and IOW air ambulance service fund-raiser Annette Plaistow-Trapaud at the Devizes police HQ heli-pad to accept the cheques.

Andy's company, Bodytech Services in Netherhampton, is donating a tithe of its labour costs on accident repairs to private cars, with up to £50 per job going to each customer's personal choice of the three charities for the next 12 months.

Ms Holton, who was paralysed in a parachuting accident in 2002, said: "The on-going support of Andy Downes

Andy Downes (left) hands over donations to Annette Plaistow-Trapaud of the Hampshire & Isle of Wight Air Ambulance Service, Victoria Holton of the Southern Spinal Injuries Trust and helicopter paramedic Shaun Russell of the Wiltshire Air Ambulance Service.

and Bodytech Services is so very valuable to SSIT. People who live with permanent paralysis as a result of spinal cord injury can find important specialist equipment financially out of reach and SSIT aims to provide it so they can improve their quality of life and participate in society more fully again."

Andy Downes added: "I'm particularly glad that the contribution to the Southern Spinal Injuries Trust has turned out to be so timely as their annual collection day in Salisbury earlier this month was seriously affected by rainstorms. I'm urging local people to join me in contributing all the year round by visiting the organisation's website at www.ssit.org.uk."

Andy was badly injured and left temporarily paralysed in a motorcycle racing accident. He says he owes a debt of gratitude to the first-aiders, air ambulance paramedics, nurses, doctors and specialists who treated him for a broken neck, shoulder, ribs and a punctured lung.

Britain's greenest luxury car

FOR THE second year running Jaguar's XJ 2.7 Diesel has been named Britain's greenest luxury car in the Environmental Transport Association's 2008 Car Buyers Guide. The award recognises Jaguar's commitment to delivering CO2 and fuel consumption advantages to customers, with the development of its industry-leading diesel engines and application of advanced lightweight aluminium vehicle architectures.

The Environmental Transport Association has looked at over 1,300 models of car currently on sale in Britain and examined their power, emissions, fuel efficiency and even the amount of noise they produce to create the definitive guide to buying the greenest vehicle.

This is the latest in a number of awards for Jaguar's flagship model, which is renowned for the conclusive demonstration of its fuel economy credentials, achieving 1000.2 miles on a single tank of fuel – the average fuel consumption hitting 53.5mpg* which equates to 139g/km of CO2.

Mod 'n' pimp show for car club

LOOK out for local car club Pimpinit Heaven's open day – incorporating Banshee Motor Sport – on Sunday June 29th at Picket Piece, Andover. Absolute Audio will be providing the 'sound off' and there will be the usual competitions for Best Mod Car, Show and Shine and a raffle. Fun kicks off at 1pm. Pimpinit Heaven promotes speed awareness and does not tolerate speeding or stupid behaviour.



Breckland Beira

Cover story - it's British

- A NEW, 400BHP BRITISH-BUILT TWO-SEAT ROADSTER
- SUPERCAR PERFORMANCE AT A FRACTION OF SUPERCAR COST
- DUAL-FUEL, FOR ENVIRONMENTAL BENEFIT AND REDUCED RUNNING COSTS
- ON SALE FROM NOVEMBER 2008

LONDON'S CANARY WHARF set the stage for the debut of a stunning new British sports car, as Breckland Technology removed the wraps from its exclusive two-seat V8 soft top, the Beira, at London Motorexpo in June.

Norfolk-based Breckland – part of Hong Kong-based multi-national, Riche Holdings – is vastly experienced in the development and production of high-quality, low volume specialist cars and prototypes for an array of prestigious international clients, including Mosler, and has now employed its substantial skills in the making of its own limited-production supercar.

The Beira is a hand-built, two-seat roadster with unique styling cues, based on proven GM architecture and powered by GM's LS2, six-litre V8 engine, tuned to produce just a whisper short of 400bhp. Tipping the scales at 1,400kg, the Beira's impressive power-to-weight ratio ensures invigorating performance, with the promise of a sub-five second sprint to 100kph, coupled with lots of torque and a governed top speed of 155mph.

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Mean, lean
and very
green

By Melissa Terry

NOW YOU can have your cake and eat it, thanks to the new Mitsubishi Lancer. Striking good looks and superb frugality combine to give drivers the economy of a supermini in a car that looks like it would be quite at home on the race track.

I am of course, talking about the two-litre diesel powered version, which has Evo looks but without the thirst to match. And, I'm delighted Mitsubishi has seen fit to put a diesel engine into this range of saloons, because economy and CO2 are the buzzwords of the day, thanks to the higher cost of living.

My first impression of the test car, a top-spec GS4 in shiny black, with standard six-speed manual transmission, was how much better looking than the outgoing model it is. The Evo has, well, evolved somewhat over the years and it's one of those cars people can't wait to see how it's revised, and whether it still ticks all the right boxes. This Lancer, I have to say, certainly ticks all the boxes and a few more besides.

Mitsubishi has given the car what it calls the 'jet fighter' grille, and it does look like the car might sprout wings and take off. All the Lancers share some of the new mean look (depending on model), with the Evo having a much larger spoiler on the bootlid, to stop the car from actually taking off.

Large alloy wheels, chrome trims, very stylish deep-set headlamps and the low road-hugging stance are giveaways that this car is built for fast action. The high-line boot is squared off and the rear lamps have a look of Japanese animé about them. The bumpers are integrated into the bodywork and it's finished off with a sporty yet subtle skirt along the sills.

It certainly turned heads and sitting in the car park, it drew lots of attention from passers by, who were captured by its sinister, sporty appearance and tinted windows.

On opening the door you can feel how lightweight the car is. I don't think Mitsubishi has done much by way of improving the quality. It's very 'run of the mill'. Nice leather and carbon fibre trim is very 'Evo' and sporty, and you can forgive the car for feeling cheaper here than some of the other Japanese offerings. Lancer die-hards won't even notice, they are buying into the looks, styling and performance. The Evo is certainly a hard act to follow 'buck per bang'.

I must admit that by the end of the week, I'd really grown into the Lancer and the fact that it wasn't as 'plush' inside as it looks like it ought to be from the outside, didn't matter any more. I was loving the whole package. And, it's certainly comfortable enough with a good driving position for me (short) and Mr T, who is tall.

Nice features like the baseball-stitched gear-knob and sport steering wheel with controls show that some money has been spent here. I like the dashboard too, it's very simple and uncluttered with all the controls on the sat nav unit or steering wheel. Just the air conditioning has its own control panel.

It's quite cosy in the back and there's room for two adults here, although there are three three-point seatbelts. An armrest pulls out and this can accommodate a couple of drinks. Storage on the whole is good. Even the boot is cavernous, in good ol' saloon fashion.

In GS4 trim, the HDD sat nav system with colour touch screen, 30GB music server, heated leathered seats, MP3 input and advanced vehicle data system, come as standard. That's on top of the standard GS3 features, which include sports body kit, privacy glass, climate control and sports suspension.

How does the car perform on the road? Well,

when you start up the diesel engine it burbles in quite an unrefined way. Having the six-speed gearbox is great because you get plenty of power to play with through each gear. I did have a lot of fun with the Lancer and the actually driving was great. The noisy diesel engine disappeared amid the driving. The firm suspension kept the car on the road, although it did suffer a little understeer. Typical of sporty front-wheel drive cars.

What you've got to remember is this car has a 0-62mph time of less than ten seconds and yet you can easily achieve 45 mpg. It also falls into a lower tax band than many other cars, meaning you pay £145 a year for tax. Quite a feat of engineering on a car that looks like a member of the gas guzzling brigade.

A sinister sheep in wolf's clothing, this Lancer diesel gives you frugality and performance in a sporty and stylish package - for less than £19k. How could you possibly ask for more? ♥

Vital statistics:

Lancer GS4 2.0 DI-D Diesel
six-speed manual transmission

Price:	£18,499
Top speed:	129 mph
0-62 mph:	9.7 seconds
Max. power:	138 bhp @ 4,000 rpm
Max. torque:	228 lb ft @ 1,750 rpm
Urban economy:	34 mpg
Combined:	44.8 mpg
Extra urban:	55.4 mpg
CO2 emissions:	165 g/km
Tax band:	D (£145 per year)
Insurance Group:	9E



Mitsubishi Lancer GS4 2.0 Diesel is also available as a five-door 'sportback'. See the range at Southgate Mitsubishi in Andover



Look out for the video review online at www.motopia.co.uk

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Lancer range fuel consumption in mpg (ltrs/100km): Urban 34.0 - 25.9 (8.3 - 10.9), Extra Urban 55.4 - 45.6 (5.1 - 6.2), Combined 44.8 - 35.8 (6.3 - 7.9). CO2 emissions 165 - 188 g/km.

Fresh era in displaying new cars



PENTON MOTOR GROUP has raised the bar again, when it comes to showing off the latest model to their best abilities. Two tiers of sparkling new cars await visitors to the new Churchfields Road showroom, where Suzuki and Citroën models sit side by side behind huge walls of glass that let the light flood in and the cars sparkle.

The new showroom will be Salisbury's first multi-franchise two-storey showroom and has a special car lift so that the cars can be parked on the top sales floor.

As usual knowledgeable sales staff are on hand to answer any queries and work out the best deals. Ian, Lorne and Stephen have more than 100 years of experience between them.

Salisbury has been home to the family-owned Penton Motor Group since 1990 and the Citroën and Suzuki franchises have spent much of that time in separate buildings. But now, in a bid to provide the most convenient and cost-effective environment, both marques are coming together in the one place, on two stories, for maximum efficiency. The Penton carbon footprint has been considerably reduced by bringing both operations together in one place.



The new glass-fronted building also houses the servicing department, which has recently installed a state-of-the-art one-man MoT bay. So not only can the Citroën and Suzuki approved service centre service any make of car, it can MoT them too.

The official opening takes place on the weekend of July 5th and 6th with a special Grand Opening from 10am. Everyone is invited and there will be lots to see and do. And, who knows, you might even find your perfect car among the new and used vehicles on display.

CITROËN has revealed details about exciting changes to its C2 and C3 line-up which introduce fresh style features and a choice of upgraded trims with new equipment and body colours. The entire C2 range gets a fresh new face for summer, including the green hot hatch 1.6 HDi 110bhp VTS which produces less than 120 g/km CO2 whilst still achieving an impressive 0-62 mph in less than 10 seconds.

C2: Hot for the summer is a dynamic facelift, taking inspiration from consumer demand for performance styling. The C2 update brings a distinctive new radiator grille and an imposing one-piece front bumper and will be available with a choice of cool trims and equipment upgrades.

The smart option for the environmentally conscious, the C2 Stop & Start now comes in the Rhythm trim and, together with the Cachet special edition, gains lateral airbags as well as an aluminium effect surround on the centre console. Combining performance, economy and environmental credentials, the C2 VTS 1.6 HDi 110hp returns 64.2mpg on the combined cycle and is fitted with a particulate filter system (DPFS) that virtually eliminates particle emissions. It can also run on 30% bio-diesel which means that it combines low emissions with the ability to utilise a renewable energy source.

C3: Citroën's family hatch line-up - the C3, also receives a strategic summer streamlining to three stylish trim levels - Vibe, Rhythm and Exclusive - with equipment upgrades and updated colours. 'Stop & Start' technology is now available on the C3 Rhythm model, which also feature air conditioning, rain sensitive wipers, automatic headlamps, front folding armrests, front seat back pockets and aluminium effect exterior door handles.

Visit Penton's Virtual Showroom

www.pentonmotorgroup.com

or come along to the new two-storey showroom at 48 Churchfields Road, Salisbury

OPENS JULY 5th

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Tests reveal facts about hybrids

TESTS BY environmental website, Clean Green Cars, show that current hybrids offer no significant CO2 advantage over an equivalent diesel of similar performance. Having tested three hybrids and three diesel models in similar circumstances, the fuel consumption figures showed that diesel models generally used less fuel and therefore emitted less CO2.

The tests involved a return trip from central London to Brighton, which involved a mix of urban, dual carriageway and motorway driving.

Jay Nagley, Publisher of Clean Green Cars commented, "People may be surprised to learn that hybrids are no better in the real world than diesels, but our tests confirmed what we had long suspected. Hybrid technology offers the prospect of real benefits, but only with the next gen-

The results of the tests were:

Toyota Prius vs. Jeep Patriot 2.0 CRD
 Toyota Prius: 39.9 mpg
 Jeep Patriot: 38.9 mpg

Honda Civic vs. Ford Focus Econetic
 Honda Civic IMA: 40.2 mpg
 Ford Focus Econetic: 52.7 mpg

Lexus GS450h vs. BMW 535d
 Lexus GS 450h: 28.5 mpg
 BMW 535d: 30.6 mpg

eration of plug-in hybrids using more advanced lithium-ion batteries which are expected from 2010."

Hybrids became popular in the USA because they are the only alternative to conventional petrol engines - diesel passenger cars are virtually unknown in the United States.

With the exception of some Lexus models, which can drive at 20 mph-plus on electric power, hybrids

generally spend almost no time driving on battery power alone. The Prius barely gets above walking pace before the engine cuts in, and the Civic uses battery power to boost performance - it generally does not drive the car alone.

Even the main advantage of hybrids - the fact the engine does not usually idle at traffic lights - is no better than a modern diesel with stop start technology. We also tested a Mini diesel with stop start which achieved 50.7 mpg. Ironically, if the batteries run down, a hybrid will automatically start the petrol engine at traffic lights just to recharge the batteries.

Said Richard Bremner, editor of Clean Green Cars, "We are not anti-hybrids. The concept offers the prospect of genuine fuel saving with models promised from 2010 that will drive up to 40 miles on electric charge. However, today's models using current battery technology offer no real environmental benefits for British drivers. For your next new car, we would generally recommend an economical conventional engine - for the one after that a hybrid may make sense."

Read our interview with Tiff Needell - Page 15 - and win his supercars DVD

Save with good advice

MOTORISTS can cut their fuel bills by almost ten pence in the pound this weekend if they adopt smarter driving habits, according to the Royal Automobile Club Foundation.

Eighty-five per cent of weekend trips are made for social reasons, including visiting friends and family, shopping, and holiday-making. Far from being optional, these journeys boost the economy, particularly in rural areas reliant on tourist spending, and contribute to the quality of life in the UK by reinforcing social networks.

But any motorist taking to the

road this weekend will be paying between seven and eight per cent more for fuel than they did over the Easter weekend. The RAC Foundation's analysis of the cost of weekend motoring finds that a typical 18-mile weekend trip now costs 15p more for unleaded cars and 20p more for diesel vehicles.

Adopting 'eco-driving' is a smart and easy way for motorists to fight back against recent fuel price increases. Smarter driving can reduce the cost of a 18-mile weekend journey by 18-20p*, an effective cut in the cost per litre of 9.5p, leaving

Top tips for smarter driving:

1. Stick to the speed limit - travelling at 20mph over a posted 50mph limit increases fuel consumption by 30 per cent.
2. Plan your journey - driving in circles looking for the right road wastes fuel as well as time.
3. Keep your car regularly serviced
4. Check your tyre pressures regularly - underinflated tyres make the engine work harder to move the car.
5. Drive smoothly - racing away from the lights and jamming on the brakes is bad for safety as well as fuel economy.
6. Take the roof rack off - empty bars increase fuel use by as much as 10 per cent.
7. Reduce weight in the car by decluttering unnecessary heavy items
8. Avoid travelling during peak hours - but if you do get caught in a jam, switch off and reduce fuel consumption to zero.
9. Use air conditioning appropriately, and switch off other electrical items when not needed.

more money in the motorists' pocket to spend at their destination.

Sheila Rainger, Deputy Director of the Royal Automobile Club Foundation said: "High fuel costs are causing untold misery for UK motorists. The good news is that motorists can award themselves a

cut in fuel prices of 9p a litre by simply changing their driving habits - a saving four times more generous than the Chancellor, who has only deferred his threatened 2p increase to October and is sitting on his hands while motorists struggle."

www.theaa.com will tell you all you need to know...

Turning the tables on tax...

VED	CO2 emissions	2008-9 (1)	CO2 emissions	2009-10	2010-11	
Band	g/km	standard rate	g/km	standard rate	First Year	Standard rate (4)
A	Up to 100	0	U to 100	0	0	0
B	101-120	35	101-110	20	0	20
C	121-150	120	111-130	30	0	35
D	151-165	145	121-130	90	0	95
E	166-185	170	131-140	110	115	115
F	Over 186 (2)	210	141-150	120	125	125
G	Over 226 (3)	400	151-160	150	155	155
H			161-170	175	250	180
I			171-180	205	300	210
J			181-200	260	425	270
K			201-225	300	550	310
L			226-255	415	750	430
M			Over 255	440	950	455

1: Effective from March 13, 2008

2: Cars registered before March 13, 2006

3: Cars registered on or after March 23, 2006

4: Alternative fuel car discount:

2009-10 £20 bands A-I, £15 bands J-M

2010-11 £10 all cars

IF YOU are looking to buy a used car which is seven years old or less, you'll want to make sure you don't pay through the nose for the road fund licence (TAX). This table will help you to see whereabouts your car sits in the bandings.

Diesel cars generally fall into lower tax bands because they produce less CO2 than petrol-powered equivalents. However, diesel is more costly at the pump, therefore the previous higher MPG benefits of driving a diesel are probably outweighed by the fact it costs more to buy in the first place.

Take account of what you are using your car for mostly. If it's long journeys and commuting, diesel is more suitable. Pottering down to the shops every now and then will make petrol the primary contender.

If keeping the government's greedy paws off your 'hard earned' is really important, a small-engined car is the way to go.

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FUEL CONSUMPTION FIGURES FOR HONDA ACCORD 2.0 ES GT SALOON MANUAL IN MPG (L/100KM): URBAN 30.1 (9.4), EXTRA URBAN 47.9 (5.9), COMBINED 39.2 (7.2), CO₂ EMISSIONS 170 G/KM.



All-new Honda Accord 2.2 i-DTEC ES GT Tourer

Built to last even longer

RECENTLY I had the pleasure of driving 600 miles in a Honda Accord Tourer (estate). I was impressed by the car's smooth, torquey 2.2 litre diesel engine, its comprehensively-equipped, generous passenger accommodation, its user-friendly load compartment (complete with oh-so-sensible push button operation for opening and closing the tailgate) and its excellent fuel consumption – well over 50 mpg in real world driving conditions.

All's well so far then. Even more impressive was the fact that the car I was test-driving was in fact the outgoing model. So if this car was so good, why on earth should it need to be upgraded, and just how could it be improved anyway?

Well, Honda has never been a company to rest on its laurels. Although the previous Accord truly was an excellent modern vehicle, the company set out to produce a new version which is better still, and aimed firmly at 'premium' models from rival manufacturers.

Developed from its good-looking predecessor, and available in both saloon and extremely spacious estate forms (offered in a range of specification levels), the newcomer features cutting-edge sporty styling, and is both wider and lower than the previous Accord.

All three engines available in the new car (2.0 and 2.4 litre petrol, plus 2.2 litre diesel) are Euro 5 emissions compliant. Honda's new 150 PS i-DTEC diesel unit (rotated by 180 degrees within the engine bay, compared with its predecessor) is more powerful, smoother and cleaner-running than the much-praised outgoing motor. Piezo injectors are employed, providing more precise fuel delivery, in multiple stages. The new injection system operates in conjunction with a new, variable nozzle turbocharger, the overall result being improved economy and lower emissions, due to lean burn combustion.

The suspension and steering systems have been

By Kim Henson

revised and the track dimensions widened to provide more agile handling. Safety has been given very high priority, and Honda's Vehicle Stability Assist package is standard-fit across the range.

Advanced technology has been applied throughout the new Accord, not least in terms of safety systems. Honda's Advanced Driver Assist System ('ADAS') is optionally available on EX and EX GT versions, and incorporates three distinct technologies. The Collision Mitigation Braking System ('CMBS') uses a millimetre-wave radar sensor located in the grille, to sense when a collision may be imminent, and to alert the driver/apply the brakes, as required. The Lane Keeping Assist System ('LKAS') uses camera images to identify the lane in which the vehicle is travelling, and alerts the driver if the car changes lane without driver input on the steering or indicators (and corrects the vehicle's path, if necessary). Adaptive Cruise Control ('ACC') operates like a normal cruise control system, but in addition can control the car's speed and distance relative to the vehicle ahead. Superior HID Xenon headlamps can also be specified as part of the ADAS package.

I have sampled both saloon and Tourer (estate) versions of the brand new Accord, and have tried both petrol engines (the two litre i-VTEC unit performed very well; the 2.4 litre motor was even more powerful) as well as the lively, torquey and frugal new diesel. The outgoing 2.2 litre diesel engine was good, but the new unit is even more refined, and provides particularly eager performance throughout the rev range. It pulls very happily from low engine speeds, and this contributes to the enjoyment of driving the new model, whether in town use or out on the open road. I found that at motorway speeds the Accord cruised very easily and quietly.

In addition, in both petrol and diesel versions, I

felt that the new Accord's handling and roadholding characteristics (already safe and enjoyable in the previous model) had been lifted to a new level. When taking the car through a meandering series of bends, the steering response was pin-sharp and body roll minimal; the vehicle was always enjoyable to drive, and when required, the brakes were smooth and powerful in operation too.

The interiors are finished to a very high standard and the seats are comfortable, as is the ride quality. Minus points? Rear seat leg room is a little limited for long-legged passengers.

Boot space in the saloons is good, and the flat-floored load compartment in the estate versions is huge. Honda has retained push-button operation for the tailgate. This is invaluable if you are approaching the car with your arms full (especially if it's raining); a touch on the key fob button instantly opens (or closes) the tailgate; there's an additional dash-mounted button too

THE VERDICT

I felt that the outgoing Accords were excellent vehicles. However the new models are better still. They feel solid and well-built, and are dynamically impressive, desirable machines. ♥

Honda Accord 2.2 i-DTEC ES GT Tourer VITALS:

Engine:	2199cc four cylinder turbo diesel.
0-62 mph:	9.8 seconds
Top speed:	130 mph
Max power:	150 PS @ 4,000 rpm
Max torque:	350 Nm @ 2,000 rpm
'Combined' fuel consumption:	47.8 mpg
Co2 emissions:	155 gm/km
Theoretical range on a full tank:	Over 735 miles
'On the Road' price:	£23,210
(New Accord prices start at £20,110)	





The 'muck' stops here

IF YOU'RE looking for a top selection of bike cleaning fluids and accessories to keep your crotch rocket in tip top condition, look no further than the latest range from Muc Off.

The selection of cleansers and accessories is enough to put the make-up counter in Debenhams to shame.

Bike lovers-turned-scrubbers on the weekend will find themselves getting all in a lather over the smell and softness of the new range, which includes brushes, wipes, sprays, chain cleaners and cloths. Nanette Newman 'eat your heart out'.

Available now at SJS Motorcycles in Whittle Road, Churchfields, Muc Off assures a show-room shine.

Marigolds not included.

Helmet ratings could save 50 lives a year

FIFTY LIVES a year could be saved by ground-breaking motorcycle helmet safety ratings revealed today by Road Safety Minister Jim Fitzpatrick. Ratings for 56 of the most popular full face helmets on the market were published after testing by SHARP - the Safety Helmet Assessment and Rating Programme set up in a world-first by the Department for Transport last year.

The SHARP tests - which award ratings of between one and five stars - showed that the safety performance of helmets can vary by as much as 70%. Jim Fitzpatrick said:

"Too many motorcyclists - 599 in 2006 - are dying on our roads. They account for just 1% of all road traffic, but for 19% of all those killed. "But if all riders wore the safest helmets available 50 lives

could be saved each year. That is why we started the innovative SHARP scheme and are delighted to publish the first results today.

"Helmets from across a wide price range and from a variety of manufacturers have received four or five stars - so all riders should be able to find a high-scoring helmet in a size and style that fits them and at a price they want to pay."

All helmets must meet minimum legal safety standards but the SHARP scheme uses a wider range of tests to provide riders with more information on how much protection a helmet can provide in a crash. The objective advice will help riders to chose the safest helmet suitable for them. For more information about the SHARP programme, visit the SHARP website at www.direct.gov.uk/sharp.

Get ready for a Raosting

Hograost - July 4th, 5th and 6th
www.hograost.com



A couple of visitors to last year's Hograost

THE Hograost is not an event for dyslexic chefs, it is a motorcycle enthusiasts gathering, where friends eat, sleep and drink motorcycles for a whole weekend, whilst savouring the delights of a delicious hog roast - or two, courtesy of organiser Andover baker Steve Burbidge.

For the sixth year the event is held at Andover Rugby Club, The Goodship Ground, Foxcotte Park, Andover, Hants SP11 0TA.

Proceeds from the get-together go to local charities and this year will see St. Michael's Hospice in Basingstoke benefiting. Money from the entry fee also goes towards entertainment, food, ride-outs and side shows.

New for 2008 a talk by Polar Challenge 2008 entrants on their recent race to the magnetic North Pole experience.

Book online at www.hograost.com



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Dougie raises the roof at Goodwood

ON JULY 11th-13th the annual Festival of Speed opens its gates to around 150,000 motor racing enthusiasts, 100 top motor sport competitors and over 350 mouth-watering competition cars and motorcycles, making the Goodwood event the largest of its kind in Europe.

One of the legendary names making his Goodwood public debut at this July's Festival will be twelve-time individual World Trials Champion Dougie Lampkin.

Lampkin has been competing at the highest level of competition for over 15 years and recently won the famous Scottish Six Day Trial. He also narrowly missed out on a podium at the last round of the 2008 FIM SPCA Trial World Championship, at the Weider Japanese Grand Prix.

At the Festival he will be given the key to Goodwood Park and could well turn up anywhere at any time during the event. Name a place, and Dougie will be there!

To get a 'feel' of the location, Dougie visited



Goodwood House earlier this week, entering through the front door on two wheels, rather than two feet. He then proceeded to ride right through Goodwood House, including the Earl of March's private library, staircase and office, before riding up onto the roof of the House to have a glass of champagne and survey the site where he will be performing next month. What's more impressive is that he didn't put a foot down at any point on the course, and incurred no penalty points whatsoever!

A short video of Dougie's adventurous day out at Goodwood can be viewed at www.goodwood.co.uk

Dougie will be joined by a feast of fellow motorcycling competitors, as the Festival of Speed gathers together its largest collection to date of iconic motorcycles and famous riders from the world of motorcycling both past and present.

For further information please contact the Goodwood Ticket Hotline: Telephone: +44 1243 755055



Suzuki's show new colours

FOLLOWING THE announcement last month of a new colour scheme for the GSX-R1000, Suzuki GB has now added a further two colour options to their Supersport range, with a new limited white GSX1300R Hayabusa and an orange and black GSX-R750.

Available now from any authorised Suzuki dealer, the two new additions offer greater choice for customers, brought about by consumer interest at the many outdoor events that Suzuki GB attend.

For more information on this or any other Suzuki model, visit your local authorised Suzuki dealer, log on to www.suzuki.co.uk.



Motoring organisation seeks to help improve cyclist safety

A NEW, free cycling safety leaflet has been launched this week, by road safety champion GEM Motoring Assist. The leaflet, *A Guide to Safer Cycling*, contains a wealth of interesting and helpful information designed to make cycle journeys safer and more enjoyable.

Cycling has never been so popular. Green issues, health reasons and rising costs of motoring and public transport have encouraged more people towards embracing two-wheeled transport. Nationwide, families, postmen, policemen as well as commuters and city dwellers and even politicians such as Boris Johnson and David Cameron are all using this faster, cheaper and greener method to get around.

Unfortunately, cycling does not come without its dangers.

Having gathered inside knowledge from its motorist members, the true extent of a cyclist's vulnerability is clear. GEM hopes by sharing this insight, together with other useful information, the number of accidents (currently is estimated to be as many as 150,000 per year) could be reduced.

"Cycling offers great exercise and excellent opportunities for family days out as well as providing an alternative

means of getting to and from work and school," says GEM chief executive David Williams MBE. "But cyclists are vulnerable road users. When no cycle tracks are available they have to share the road with cars, lorries and buses – and have little or no protection against collisions."

Mr Williams continued: "This may help explain why every year more than 15,000 cyclists are killed or injured in reported road accidents. However, the fear is that as many as 90% of cycle accidents go unreported, especially if no other vehicle or person is involved, hence the higher figure quoted."

The GEM leaflet contains up-to-date information on cyclists and the law, helmet use and high-visibility clothing, maintenance, carrying children and using public transport. There is also a special section on safer family cycling, with specific advice on how adults and children can ride together in the safest possible way.

Copies of the leaflet are available by emailing leafletrequest@motoringassist.com, calling 0845 964 5505 or writing to GEM Motoring Assist, Station Road, Forest Row, East Sussex, RH18 5EN.

Now's The Time

JULY 16 this year is Ride to Work Day, a highlight of National Motorcycle Week running from 14th – 20th July.

The industry's campaign, Now's the Time, draws attention to changes in bike test legislation and highlights the advantages of motorcycling.

The changes take effect at the end of September and the MCA provides helpful guidance at www.takeyourtestnow.com.

The motorcycle industry is calling on employers to provide better facilities for employees who ride motorcycles, scooters and mopeds to work.

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Loads of greatness in these estates



Kim Henson reviews the Mercedes-Benz C-Class Estate range

WHEN introduced last year, the latest Mercedes-Benz C-Class saloons drew much praise for providing exciting driving dynamics, and for their overall competence. New five-door estate models are now available, based on the same safe and sophisticated chassis as the saloon, but with the additional practicality afforded by spacious dual-purpose body-work.

The cavernous load compartment (up to 1,500 litres) is accessed by a wide-opening 'Easy Pack' tailgate which can be opened or closed by pushing a button. Loading is easy into the flat-floored rear compartment.

Comprehensive built-in safety systems are incorporated into all versions, and include 'Pre-Safe' (an 'anticipatory occupant protection system'), Adaptive Braking, seven airbags and crash-responsive Neck-Pro front head restraints.

Eight engine choices are offered (five petrol units plus three diesels), with fuel consumption improved by up to 12 per cent compared with their predecessors. For example the C 200 CDI attains 47.1 mpg on the 'Combined' cycle (previously 41.5 mpg).

As with the saloons, the estates are sold in SE, Elegance and Sport versions, each with subtle styling differences, but all featuring a host of useful features to help make more enjoyable long hours behind the wheel.

ON THE ROAD

I have driven examples from across the range, and can confirm that all are impressive performers, offering excellent road manners, refinement and comfort as well as load-lugging ability. Ride quality, handling and roadholding are of the highest order in all versions, and all felt secure and safe in windy conditions. The interiors are beautifully appointed

and the seats comfortable. To be honest, in everyday use I don't think I would be disappointed with any of the models I drove, although each has its own unique set of characteristics.

The entry-level, supercharged petrol-powered C 180 Kompressor, costing £24,630, produces 156 bhp from its 1.8-litre engine, and, driving through a six-speed manual gearbox, provides lively acceleration. At 70 mph on motorways, the rev counter on the test car was indicating 2,800 rpm, at which speed the vehicle was refined and quiet-running. The 'Combined' fuel consumption figure for this version is a respectable 39.8 mpg.

A little quicker off the mark, and faster-accelerating when on the move, is the diesel-powered C 220 CDi Sport. I found this to be a delightfully easy car to drive, and fun too, helped by the prodigious amounts of low speed torque produced by the gem of a diesel engine. It pulls strongly from low rpm, and when cruising at high speeds is hushed. The 'Combined' fuel consumption figure for this model is 46.3 mpg. The price? £29,655.

For those requiring the ultimate in refinement and turbine-smooth running, the C350 Sport fits the bill; the price of this model is £37,205.

Under the long, elegant bonnet is a V6 petrol engine of 3.5 litres capacity, producing 272 bhp and 350 Nm of torque. This is mated to a smooth-operating seven speed G-Tronic automatic transmission, resulting in effortless progress at all speeds.

Despite the huge amounts of power available, fuel consumption is reasonable, at 28.5 mpg for the 'Combined' cycle.

THE VERDICT

I was extremely impressed when last year I drove the C-Class saloons; they performed admirably, especially considering the awful weather conditions I encountered during my test drives. I have found that the new estates are just as good, in terms of their solidity, mechanical smoothness and driving dynamics, and they are even more practical. I loved the oh-so-smooth, petrol-powered 3.5-litre C 350, but in these days of huge fuel prices, for me the torquey diesels would be more appropriate, especially for high mileage motoring. ♥

Vital statistics:

Price (examples): C180 Kompressor SE £24,630 (entry level to range)
C 220 CDI Sport (diesel) £29,655
C350 Sport (petrol) £37,205 (top model in range)

C220 CDI Sport (diesel):

Engine: Four cylinder turbo diesel

Capacity: 2148cc

Top speed: 118 mph

0-62 mph: 8.5 seconds

Max. power: 170 bhp @ 3,800 rpm

Max. torque: 400 Nm @ 2,000 rpm

'Combined' fuel consumption: 46.3 mpg

Theoretical range on a full tank:

Approximately 750 miles

Carbon Dioxide emissions: Manual, 161 gm/km; Auto, 180 gm/km

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TV trackmaster takes time out

LOCAL lad Tiff Needell is probably best known for co-presenting Channel Five's Fifth Gear TV motoring magazine. However, he has enjoyed a long career on the race track, competing in many different championships. Tiff puts this experience to good use these days and demonstrates the handling prowess of all the top marques, and occasionally some of the more down-to-earth models, for Fifth Gear viewers.



FELLOW petrol heads will be delighted to hear that 'Needles' has released a DVD collection of his favourite supercar reviews, and Team Motopia was even more delighted to speak to Tiff and ask him some questions about all sorts of driving topics.

MT: What is your favourite supercar of the modern day and what is your favourite classic sportscar?

TN: It has to be the McLaren F1. It does everything right. It has the right driving position, engine performance and packaging. It's perfect. I'm not seriously into the older supercars but, for fun, I really enjoy driving the old Lister Jaguar at Goodwood each year.

MT: As a seasoned professional, which is your favourite circuit?

TN: Le Mans, as it has been the centre of my racing career. I have raced there 14 times. It's got history and all my heroes have raced there. It's part public road, part race track, which makes it all the more exciting. And, it's completely the opposite to the purpose-built, characterless F1 circuits.

MT: F1 is tops when it comes to big business and 'celebrity'. Which other motor racing classes would you like to see more of on television?

By Melissa Terry

TN: I think there's enough motorsport on television now, with all those extra channels. I see a lot of Nascar and Champ Car, etc. It seems to be on all the channels. *(This is where I confess to not watching enough television to know how much motorsport is actually aired on the box - MT)*

MT: As someone whose career has revolved around the automotive business, do you still find the time to drive for pleasure, for yourself?

TN: Yes, I enjoy driving every day. Wherever I'm going I always enjoy it.

MT: Which is your favourite route for a Sunday afternoon ride?

TN: The drive home is always an enjoyable one.

MT: What was your favourite subject at school and did it have an impact on the choices you made when you decided on your career?

TN: Maths and physics were my two best subjects. I have an Honours Degree in civil engineering, which is the career I took up when I left university.

MT: What do you see yourself doing now if you never became a racing driver?

TN: I did spend some years as a structural design engineer, so I'd probably be doing that. I'm happy to confess to designing a multistory office building in Basingstoke, as well as some of the M5 motorway.

MT: Do you have any regrets career wise?

TN: No regrets.

MT: You must relish the opportunity to drive some of the most beautiful cars on the planet, but if you were looking to buy a new car for less than £50k, what would you choose and why.

TN: There are too many to choose from. The Porsche Boxster and the Mazda MX5 would be on the sporty list. But as a family man it's hard to decide on one car, but it would have to be rear-wheel drive and petrol powered.

MT: Given the fact that all the major car makers have long been investing

millions of pounds into finding less pollutive ways of creating the cars people want, do you think it's time environmentalists started barking up a different tree?

TN: Until scientists can prove a connection between driving cars, CO2 and climate change, they should stop encouraging people to buy diesel-powered cars. It is a known fact that diesel emissions cause respiratory problems and produce more harmful gasses, even if they don't emit as much carbon dioxide. It has been proven that diesel emissions are bad for your health. Plus, it's a dirty fuel that you have to wear those suppository gloves to tank up in order that you don't get it on your hands. Petrol engines are being made to run cleaner and more efficiently now. That should drive people out of diesel cars.

MT: On a lighter note, does your family share your enthusiasm for cars and motorsport?

TN: My middle son Harry (12), is the keenest on motorsport. My wife Patsy and other two sons Jack and George only share a passing interest, although they all like to get in the cars and fiddle with the switches.

MT: What is the favourite car you've owned?

TN: An old X-reg BMW 323i in the mid 1980s.

MT: What is your favourite type of music and what are you listening to in the car at the moment?

TN: Rock and in particular The Doors, Nirvana, Led Zeppelin and some more modern stuff like Bloc Party. In the car I like listening to Radio 2.

MT: Who is your hero?

TN: Jim Clark

MT: What are you reading at the moment?

TN: Ten Fighter Boys, about Spitfire pilots in the Second World War. Also, State of Fear, by Michael Crichton. This is a great book and will tell you all you need to know about CO2.

MT: Where do you consider your home town?

TN: I'm a Salisbury boy now, although I was born in Havant. I also have roots in Weybridge, Surrey, where I have lived. I support Southampton FC. ♥

FROM Five's award-winning car show, produced by North One Television, comes Fifth Gear: The Supercar Collection, available to own on DVD now.

For the first time ever, Tiff Needell (Fifth Gear founder, ex-Top Gear presenter and racing driver) has brought together his 10 favourite Supercar road tests from the programme in one high octane compilation.

£3 million worth of rare and exclusive cars are included, from the glorious 191 mph Aston Martin DBS through to the 253mph Bugatti Veyron. There's a chance to see the first time Tiff ever drove the exotic Pagani Zonda S, and relive the thrilling wheel to wheel race between Tiff in a Lamborghini Gallardo Superleggera and professional superbike rider Leon Haslam on his Ducati 1098.

As well as seeing rare cars like the Enzo Ferrari taken to the track and driven to the limit (Tiff famously defied Ferrari's strict instructions and turned off the electronic traction control systems so he could go even faster) there's also an exclusive insight into some of the incredible factories where these cars are built - the sort of access normally off limits to all but the rich and famous. You'll see inside the McLaren Technology Centre, a factory cleaner than a hospital operating theatre, and the suitably imposing French chateau where the world's most expensive car, the £890,000 Bugatti Veyron, is assembled.

Fifth Gear: The Supercar Collection is a unique close-up look at the world's fastest cars. Owning this DVD is the next best thing to owning the cars themselves. Available now from WH Smiths and online priced at £12.99.

(While you're in Smiths, grab a copy of State of Fear, by Michael Crichton - MT.)

WIN A DVD

MOTOPIA has five copies of the DVD to give away. Just answer the following question for your chance to win one:

How many times has Tiff raced at Le Mans?

Send your answer and details on a postcard to, Supercar Competition Motopia magazine: 24 Beaumont Way, Amesbury, SP4 7UA by no later than July 16th.



Tiff Needell



The attractive A60 Cambridge and equivalent Oxford Series VI have stood the test of time as useful and enjoyable classics. The interiors are comfortable and roomy. Leather upholstery is a welcome aspect for a mass-produced car.

Bright sparks of the '60s

STYLISH, comfortable and dependable, the mid-range Cambridge models from Austin, and equivalent Oxfords from Morris, take some beating today as practical classics. *Klim Henson* looks closely at these family favourites.

Angular styling was very much in vogue as the 1960s beckoned, and the popular versions of BMC's family cars, featuring body design by Farina, were part of the 'new look' revolution.

In fact the Austin A55 Mark II Cambridge and the Morris Oxford Series V, both introduced in 1959, were 'badge-engineered' versions of the same car, differing only in grille design and trim details. More upmarket variations on the same theme were also produced wearing MG, Riley and Wolseley badges.

By comparison with earlier models, the new family cars from Austin and Morris were very boldly styled, with sharply pointed rear fins and vast amounts of bright trim. Much attention had been paid to ensuring that the cars were practical for everyday family use, so spacious five/six seater, four door bodywork came as standard, as did a huge, easily loaded luggage boot which opened from bumper level.

Underpinning the concept in both cases were the mechanical units proven in the previous Austin Cambridge models. BMC's conventional and very tough overhead valve (pushrod) 1.5 litre 'B' Series engine drove the rear wheels through a four speed gearbox.

New A60 Cambridge and Oxford VI models arrived in 1961, featuring revised styling (incorporating generally 'softer' lines and slightly more 'rounded' rear fin profiles), and even more interior space. The new cars were endowed with more powerful, 1622cc engines.

The cars found appreciative buyers throughout the 1960s. The A60 was built until 1969, and the Oxford soldiered on until 1971. By this time the new, rear wheel drive Morris Marina was ready to be launched, and effectively took over from the Farina Cambridges and Oxfords.

WHAT ARE THEY REALLY LIKE TO LIVE WITH TODAY?

These vehicles were never intended to be sports cars, but are still capable of cruising at motorway speeds for hour after hour, and make ideal family classics.

In all versions, passenger and luggage accommodation is generous. The excellent ride quality, coupled with a high standard of interior trim (featuring large, comfortable, leather-upholstered seats and quality carpets, for example), means that these Austin/Morris models are pleasant cars in which to travel over long distances. In addition, the large glass area helps to provide a light and airy interior.

Boot space is excellent, and the spare wheel is easily accessed when required by winding down a cradle beneath the boot floor, so there's no need to remove all the luggage in order to change a wheel.

The now rare estate versions are even more practical than the saloons, incorporating a long, flat load bed and a horizontally divided tailgate. The values of the estates (Austin A55/A60 Cambridge Countryman, Morris Oxford Series V/VI Traveller) are increasing more rapidly than those of the saloons.

The cars are all easy to drive (although the steering is heavy at low speeds, especially if radial ply tyres are fitted), extremely reliable and generally inexpensive to buy. Do-it-yourself maintenance is straightforward too.

Problems? Rust is the main enemy, and if you ▶▶



1: The early Farina-styled models, like this superb 1961 A55 Mark II, featured 'pointed' rear fins; the Oxford V has similar bodywork. **2:** Open wide! The boot on the saloons can swallow a vast amount of luggage. The estates are even more practical. **3:** The engines are tough and long-lasting, capable of covering 150,000 miles or more between overhauls, provided they are properly serviced. **4:** Dashboard design is simple but incorporates comprehensive instrumentation.



FACTS & FIGURES

Built: A55 Mark II/Oxford V: 1959-61
 • A60: 1961-69 • Oxford VI: 1961-71

Bodywork: Four door saloon, five door estate.

Engines: Overhead valve, in-line four cylinder • A55 Cambridge/Oxford V: 1489cc, 53 bhp • A60 Cambridge/Oxford VI: 1622cc, 61 bhp

0-60 mph: 1489cc: 24 sec
 • 1622cc: 21 sec

Top speed: 1489cc: 80 mph
 • 1622cc: 82 mph

Typical fuel consumption: 27-35+ mpg

PRICES

Saloons:

Rough, £250. Good, £1,200-£2,000.
 Top notch, £3,000+.

Estates:

Rough, £400. Good, £1,500-£2,500.
 Top notch, £4,000+.

◀ are considering buying a Cambridge or Oxford, it's wise to opt for the best example you can find, in terms of structural integrity. Mechanical condition is less important, but still needs to be taken into account, of course.

Carefully examine the body shell in all areas, but especially in the vicinity of the sill assemblies, jacking points, floor pans, front cross-member assembly (beneath the radiator support panel), 'chassis' out-rigger assemblies (especially those just behind the front wheels), pillars, bulkheads, front inner wings and rear spring supports.

In addition, assess the condition of the front and rear outer wings (the fronts can be especially expensive to repair or replace), the lower edges of the doors, the bottoms of the rear wings and the base of the boot lid. Check the condition of the boot floor too.

If in good condition the interiors are lovely, but worn leather is costly to have renovated... check very closely.

The mechanical components are long-lasting, but the engines eventually show signs of wear in terms of smoking due to worn piston rings and cylinder walls. Check for a smoke screen in the rear view mirror when accelerating away from the bottom of a long descent.

Check too for very low oil pressure. With the engine fully warmed up, the oil pressure gauge (a standard fitting) should indicate around 50 p.s.i. at normal road speeds. Listen for rumbling from the bottom end of the engine too (indicating worn crankshaft/bearings), and ensure that the oil pressure builds up rapidly from a cold start.

Assess manual transmissions for weak synchromesh and noisy gearbox bearings. On versions equipped with Borg Warner automatic transmission, check for smooth ratio changes and ensure that the transmission fluid is clean and at the correct level.

These models need to have the front suspension re-greased regularly (ideally very 1,000 miles or so), or the king pins and bushes, and the lower fulcrum pins, can wear badly, eventually resulting in MoT test failure. Rectification is a time-consuming job, and can be costly. ♥

VERDICT

Enjoyable, user-friendly and still practical family classics.

Organisations catering for the cars include:

- British Made Car Club;
- www.britishmadecarclub.co.uk
- Cambridge-Oxford Owners' Club; www.co-oc.org
- Austin Cambridge Westminster Car Club;
- www.acwcc.org

When the BTCC came to Thruxton

Pictures by Taco Jonkman

JASON PLATO gave the SEAT Sport UK Leon TDI its third win in six HiQ MSA British Touring Car Championship races after a characteristically never-give-in performance at Thruxton. He bounced back from scoring zero points in Race 1 to net maximum points in Race 3 – his 40th in the BTCC rounds at the Hampshire circuit, the fastest in the UK.

Also celebrating over the weekend was Tom Onslow Cole, racing for Vauxhall VXR, who celebrated his 21st birthday with two race wins. Tom said he felt ready to challenge for the 2008 BTCC Drivers' title after his stellar weekend at Thruxton where for the second consecutive meeting he qualified on pole position and then went on to take two race wins – once in a car carrying maximum success ballast. The results moved him up to third in the championship standings – ahead of team-mate and former double champion Matt Neal.

Follow the latest BTCC news online at www.btcc.net where you can watch quick video highlights of all opening 12 BTCC rounds.



IMPORTANT DATES:
 GOODWOOD FESTIVAL OF SPEED - JULY 11-13TH

www.goodwood.co.uk

Tell us about your events so we can pass the message on. Email: Editor@motopia.co.uk



Melissa Terry is driven wild in the Porsche Boxster Sport Edition

Cool features great and small

THEY SAY there is no such thing as a bad car these days (mind you I can think of one - sounds a bit like protein). However, there is such thing as an exceptionally good car – with the luxury marques raising the bar year on year. Porsche is a born leader when it comes to setting a luxury example.

When you choose Porsche you're buying into something really special and with these cars there really is no compromise – at all. Yes running costs are high but your car is not going to be scrapped in 20 or 30 years' time because these cars are really built to last – and that has to be environmentally friendly. Driving a Porsche is a real breath of fresh air.

I have been reviewing the Boxster Sport Edition mid-engined, rear-wheel drive roadster with the 2.7-litre boxer (flat 6) petrol engine (with VarioCam Plus valve management) mated to a six-speed manual sports gearbox. The two complement each other like heart and lungs. Between them, they move the car from 0-62mph in 6.1 seconds with 273 Nm of torque at your disposal.

The Boxster might be near the bottom of the Porsche food chain, but this car is every bit as appealing as its larger 911 sibling.

It is a beautiful car with seamless bodywork, curvy, aerodynamic and sporty. Big 18-inch alloys really wear the car well, showcasing huge red calipers clutching enormous vented brake discs all round – a subtle hint that this car's not just playing at looking quick.

If track events are your thing, you'll enjoy burning rubber in this point-and-shoot sportster. It handles with stealth and is so easy to drive. Suspension is firm and the handling is superb,

combine this with its wide track, large wheels and Porsche Active Suspension Management (PASM), and the car sticks to the road like glue, no matter what comes its way. You never have to wrestle for control because of the electronic wizardry keeping you on your intended path. The red line comes at 7,300 rpm and full use of the rev range is the most enjoyable thing. Incidentally, this car has a top speed of 162mph!

The Boxster is a deliberate roadster and has not been derived from a coupe that has just been sliced open. The bodywork has been deliberately fashioned as a convertible and therefore its strong shell eliminates any twisting and shaking.

It doesn't matter how gently you treat the car, or how hard and fast you push it, it gives the most enjoyable and quiet ride.

The cloth, lined roof does well to keep lots of road noise out of the cabin but on a warm day you'll want to enjoy having the roof down. Thanks to the (optional) windguard, noise and wind disturbance is reasonable enough to hold a civilised conversation at speed.

Inside the cabin is not the pokey affair you normally associate with these smaller roadsters. There is plenty of room to play with your seat and find your perfect driving position. You'll still have trouble seeing the front and back of the car however tall you are but at least you feel like you're sitting inside the car and not on top of it.

In good old Porsche fashion, trim is luxurious and the surfaces and switchgear are also very chic. Leather is an option but you must have it if you want to sell the car on for a reasonable price. Luckily, the Boxster is one of the best performing

models when it comes to depreciation. Well, it has to be slow at something.

It's not slow at getting its top down, though, and 12 seconds is all it takes to go from rag top to roadster – and you can drive at up to 30mph doing it, so it's great for posing around the city.

Standard equipment comes in the form of the six-speed manual gearbox, SportDesign aero package, PASM and chrome plated stainless steel tailpipes, to name just a few Sport Edition treats. You can splash out and have embossed headrests, sat nav, and leather, but personally I'd just stick to the leather as you don't need lots of gimmicks on a car like this. It has just the right number of cool features. Anything else is just being greedy.

safety wise, head airbags protect the occupants from side-on collisions – a world first for a roadster. In combination with a thorax airbag, the head airbag on each side inflates whenever required from the side window sill in the door and offers a very high standard of head safety. Frontal airbags for both occupants and seat belt tensioners are also fitted as standard.

VERDICT

And as sports cars go, this is one model that makes for a comfortable every day car, and you won't be ashamed to take to the race rack now and again. An eye catching and well made sportster with a true racing pedigree is how I would describe the Boxster. It oozes quality and chic, yet is the most affordable Porsche savings can buy.

Don't invest in stocks and shares, invest in a Boxster because the enjoyment factor is absolutely priceless. ♥



MOTO VIDEO FEATURE

Visit Motopia.co.uk and watch our video review of the Porsche Boxster Sport Edition

VITAL STATISTICS

Porsche Boxster Sport Edition 2.7
six-speed manual
Basic OTR Price: £33,375
Top speed: 161 mph
0-62 mph: 6.1 secs
Max. power: 245 bhp @ 6,500rpm
Max. torque: 155 Nm @ 4,600-6,000rpm
Urban economy: 20.5 mpg
Combined economy: 30.4 mpg
Extra urban economy: 41.5 mpg
CO2 emissions: 227 g/km
Insurance group: 18

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For further details and entry forms please contact the school principal Andrew Hext on 07971 989517 or visit the website: www.gurstondown.org
Run by the BARC (South Western Centre)
Tel: 01725 552832

Melissa Terry takes her car to the classroom for a lesson in speed hillclimbing at Gurston Down

Pupils take to the hills

WHETHER you are a fan of motorsport or just enjoy driving, I highly recommend you attend one of the British Automobile Racing Club's hillclimb schools at Gurston Down, nine miles south-west of Salisbury, and HQ of the south-western centre of the BARC.

The racing club holds three schools a year and I joined the first class of the season. The school is open to anyone who drives, whether they are a follower of hillclimbs or not. And it's a real eye-opener.

There are very few doors open to get into motorsport and this is probably the most sensible and cost-effective because you can take along your own car, whatever its age (or yours for that matter), and learn the basics without having to fork out on costly equipment and sundries.

I rolled up in my Audi Coupe, old and pre-thrashed – an ideal companion – having made sure the car was technically up to the job: tyres, brakes, suspension etc. It has to be roadworthy and you must provide an MoT. Newer cars are welcome but motorsport is dangerous, even in a controlled environment like Gurston Down, so you must decide whether you really want to thrash your car and possibly run across the grass or damage your wheels.

The day of my lesson saw cars as diverse as 2007 Porsche 911s, a Cayman, Lexus, Audi Quattro, Mini, a couple of kit cars, a Golf GTi and a sprinkling of Lotus Elises. There were about 26 of us in all – a good turn-out. Drivers came from far and wide with a group coming from Kent

The format starts with signing on and collecting a helmet, if you don't have your own. As the drivers congregate in the paddock, they chat about their cars and why they have chosen to come to this event – usually it's to experience the course as a 'competitor' or to obtain a competition licence, sometimes it's the opportunity to drive fast without fear of prosecution.

We are then rounded up and given numbers, which we stick on to the cars. Then we head to the classroom where tea/coffee is



Pictures by Steve Terry



Walking the course with one of the instructors

laid on and the instructors give the pupils a briefing session.

Today, we were receiving tuition from three instructors. Each specialises in a different area of the sport, including safety and equipment and driving style. These guys know the hill like the backs of their hands and have all competed in events here over many decades.

Following the classroom theory, we were split into three groups and each then walked the course. This helps you to view the bends, camber, inclines, apexes and road surface first hand before driving up for the first time. It is also a good opportunity to ask questions while the allocated instructor advises on the best way to approach each obstacle.

It's funny having a car's view of the 1057-yard course. Normally, we'd be standing safely behind a fence with other spectators.

Gurston Down's winding narrow track was built specifically for motorsport. It is surrounded by beautiful farmland and is unique in that the first stretch is downhill. Unusual for a hillclimb, yes, but it adds to the excitement for the driver as gravity plays its part in helping you achieve your maximum speed before you hit the first bend (Hollow).

Our walk continues around and up the very steep and tight Karousel, up towards Deer's Leap, Ashes, then straight along Burke's Rise towards the finish.

Having walked back to the pits and taken in the beautiful scenery, we 'kitted up' and prepared to take to the hill in convoy. Marshals in their orange suits littered the green verges and grey paddocks, waiting with red and green flags until they are needed.

Driving in convoy allows us to practice what we were told by our instructors, and see how everything

falls into place. It's not how fast you go, it's how you go fast – preparation and concentration are the keys to successful hillclimb competitions and the phrase 'more haste, less speed' has never rung more true than in an event like this.

OBSERVED RUNS

Next come the observed runs and these are what the day has been leading up to, where you can put your foot down and go as fast as you like. The racing line applies on the hill in the same way as on a circuit. And changing gear and braking at the right times will

give you a more enjoyable experience than if you just point and shoot and hope for the best.

You wait your turn at the start line and as you watch the previous car disappear at Ashes, the light goes green and you put your right foot down hard. Now you have to remember all that information you've been trying to digest throughout the morning. Cones on entry and exit from corners help remind you when to turn and when to brake. By the time you are approaching Karousel you'll be in third or fourth gear, accelerating hard. Slam on the brakes, turn into the corner, change down to first, thunder up the hill and round the tight right-hander, head for the outside cut across the corner of Ashes, trying to keep as straight a line as possible, then hard on the throttle along Burke's Rise towards the finish line.

Those of us in Porsches and Elises would have been lucky to hit 100mph. However, me in my little coup managed a not-too-racy 75mph on the straights. But for me, it was about finding the right approach and enjoying the experience. Runs aren't timed, but the instructors each take a corner and note the things you are good at or bad at. At the end of the day you are scored.

Following a splendid buffet lunch, laid on in the restaurant-cum-classroom, we gathered our thoughts and took to the hill again with renewed excitement and the urge to come first. From now on, there would be no cones to help, so we'd have to pinpoint our entry and exits ourselves.

After several more runs and tea break, it's time to reflect on the day's events. For some it was a great day spent getting to know the limits of their car, and for others it was an open door into competitive motor sport. ♥



Euro NCAP latest:

Supermini

HYUNDAI i10

Adult Occupant protection	4
Child Occupant protection	4
Pedestrian protection	3

SEAT IBIZA

Adult Occupant protection	5
Child Occupant protection	4
Pedestrian protection	3

Large Family Car

AUDI A4

Adult Occupant protection	5
Child Occupant protection	4
Pedestrian protection	2

SKODA SUPERB

Adult Occupant protection	5
Child Occupant protection	4
Pedestrian protection	2

Small MPV

CITROEN BERLINGO

Adult Occupant protection	4
Child Occupant protection	4
Pedestrian protection	2

Large MPV

VW T5

Adult Occupant protection	4
Child Occupant protection	4
Pedestrian protection	1

Small Off-Road 4x4

FORD KUGA

Adult Occupant protection	5
Child Occupant protection	4
Pedestrian protection	3



Euro NCAP introduced its Child Occupant rating in November 2003. This rating is based on the evaluation of the manufacturer's recommended child restraints for an 18-month infant and a 3-year old child.

Firstly, the child seats are tested in Euro NCAP's frontal and side impact tests and points are scored for the dynamic responses of the dummies. Secondly, extra points are awarded for the effectiveness of the labelling and visual information displayed on the child seat and in the vehicle. Euro NCAP insists that warnings about child safety and information about ISOFIX points should be well-presented, clearly labelled and permanently attached. This assessment completed by Euro NCAP's technical inspectors has the potential of leading to a maximum of 49 points or five stars. So far, the highest award of five stars remains elusive for all car manufacturers.

Of the seven cars tested, four achieved Euro NCAP's maximum five-star rating for Adult Occupant Protection. Unlike Child Protection, no clear progress was seen in Pedestrian Protection despite approaching legislation. Only three of the seven cars achieved a three star score in this rating. The ratings for these cars can be seen in more detail at www.euroncap.com.

Running an older car could be cheaper option

RUNNING A car over 20 years old can be the cheapest way to drive. There's virtually no depreciation, insurance costs peanuts and they are easy to maintain.

A visit to the internet shows most parts running at less than half the price of those for more modern vehicles.

If your vehicle is over twenty years old the value is likely to be less, so you can insure third-party only. Limiting mileage whacks insurance premiums right down. The carparts-direct price comparison chart (online) shows spares at less than half the price of their equivalent modern day vehicle. And older cars are often easier to work on.

Martin Mosley of carparts-direct said "Lots of our customers will buy an older Car, paying around a £1,000, spend a few hundred pounds on it and run it on a low budget. Tax, Insurance, Servicing and fuel can be less than one year's depreciation on a new car."

It's not just the fun of driving their favourite classic along country lanes. It is practical inexpensive motoring. Without doubt, the cheapest way to run a car.

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140bhp DIESEL NEW SHAPE blue met, alloys, air con

£8999

07 57 Citroen C-Crosser 2.2



HDI DIESEL 150bhp VTR 7 seat 5 door, met blue, tow bar

£19495

03 53 Citroen C3 1.4 Desire



5 door, blue metallic, power steering, air con, 29,000 miles

£4599

00 W VW Beetle 2.0



Neon lime, air con, 67,000 miles

£4995

01 51 Suzuki GV 2.0 TD



AUTO jet black, pas, electric pack, locally owned, 57,000 mls

£4999

04 04 Honda Jazz 1.3 DSI



SE PETROL 5 door met blue, pas, air con, 37,000 miles

£5999

04 54 Citroen C5 HDI



110bhp DIESEL (facelift model) oriental blue met, air con, 55k

£5995

07 57 Suzuki Swift 1.4 GL



Three door, sunlight copper, pas, elec pack, 9,000 miles

£6495

06 56 Suzuki GV 1.9 DDiS



DIESEL 4X4 ESTATE 5 door, grove green met, 15,000 mls

£11950

05 05 Citroen Picasso HDI



2.0 DIESEL DESIRE 5 door, metallic blue, air con, 14k

£6499

04 04 SEAT Toledo 1.9 TDi



DIESEL 130bhp SE grey met, alloys, air con, 48,000 miles

£6499

05 05 VW Golf 1.9 TDi



105 bhp SE 5 door, jet black, air con, alloys, 38,000 miles

£9999

05 05 Renault Grand Scenic



1.6 16v DYNAMIQUE met wine red, 7 seat, air con, alloys, 26k

£6499

05 55 Suzuki GV 2.0 HDI



110bhp DIESEL XL7 7 SEAT Catsye blue, AC, 1 owner, 22k

£8999

05 05 VW Golf Sdi S Diesel



5 door, silver met, air r.con, 33,000 miles

£6999

04 54 Mercedes VIANO 2.2



CDi AUTO AMBIENT 8 seat luxury MPV, leather, 45k

£17495

06 56 Peugeot 207 1.4 HDi



DIESEL S 5 door, iron grey met, air con, 7k £35 ROAD TAX

£7999

05 54 VW Golf 2.0 GT TDi



140bhp DIESEL 5 door, silver met, 1 owner, climate, 19,000 mls

£11999

05 05 Suzuki Wagon R



1.3 GL+ Bright red, 5 door, pas, elec pack, 23,000 miles

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Monaco...

or bust!



Up close at Rascasse

Guy Loveridge tames a 1948 Connaught L2 on the famous and fast streets of Monaco

A life in the day of the 2008 Monaco Historic Grand Prix from the seat of Guy Loveridge's fireproofs

THERE ARE many sports in which you get to participate on the "same" grounds as you go and watch. Anyone with the green fee can play on the Royal and Ancient at St Andrews in golf; if you wanted to cycle the public road routes of the Tour de France, you just need to get a map, but for us, motor-sport nutters we are, it's not quite so easy.

Of course there are track days, but that is a rather sanitised version of 'the real thing' and racing on them is positively frowned upon. Also, on a track day, or a club race meeting even, you generally do not get 'real' stars of the sport taking part. So, given all of the above, I am going to try to let you all know how I felt and got on at the 2008 Monaco Historic meeting, sitting on the MOST famous sea-side grid in the WORLD, looking along at the starting lights and knowing I had, among my 30 'adversaries' none other than one Sir Stirling Craufurd Moss, no less!

As revealed in StopWatch earlier this year, I was fortunate enough to be able to enter myself at the 6th Monaco Historic Grand Prix race meeting in a 1948 Connaught L2 sports car. I received notification of acceptance and spent the weeks leading up to the event chasing around to make certain that I had my up-to-date licence, new fireproofs and underwear (The organisers insisted upon full FIA compliance, exactly the same as if we were going to



Keeping a step ahead of the competition

be racing in the real Grand Prix!) It is all for our own protection, but a new helmet, overalls, trousers, top, balaclava, socks and boots put a none-too-small hole in my race budget – still, I comforted myself that it was the chance of a career!

I had arranged for the car to be transported by Rick Hall's excellent Hall & Hall operation, but had grabbed the chance of a shake-down at Mallory Park the week before the car left. At the end of my 3rd session out, I realised that: a) I was not going to win, b) I needed to get braver, and c) 1948 cars handle just like 1930s' ones! So, Bambi on ice was going to be the order of the weekend! However, given I had never even driven the car on the road before the Mallory session, I was just pleased that it did what I asked of it. I was delighted when, searching her history file, I found that I was nearly four seconds a lap faster than she had ever been around there before. I was at least confident that, so long as I did not bounce off anything or anyone, the car would last the distance.

Life seemed to go into hyperdrive in the week

leading up to Monaco, and even the drive down did not seem so exciting, and then, as if by magic, I was stood in the sports car paddock on the harbourside, looking at the Connaught. Rick's lads had polished her and sorted some minor post-test leaks, and it was down to me to paste her race numbers, 27, on and make certain that I had the sponsor's decals in the right place, and sort my kit, sign on, pass scrutineering and generally cluck about like a mother hen!

I was genuinely lucky to have a couple of Goodwood mates with me, as Mark Lowrie and Peter Russell were able to stop me going totally crazy. I left the circuit on Friday night assured that we were passed as fit to compete – and looking forward to Saturday morning practice, and Saturday tea time qualifying. I even managed to enjoy a nice plate of Italian food and a, relatively, early night, ignoring a few invitations onto boats and into bars on the way.

The Connaught was one of two cars from the same stable that were running at Monaco. The other was an EFAC Stanguelini, a formula Junior car, which is unique, and which I had entrusted to a friend to

drive. Their practice was first up on Saturday, so I awoke to the sounds of high revving engines at about 07:55.

We all gathered on the balcony of our apartment with coffees and pastries and were chatting on the day ahead when the engines fell silent. Must be end of session, I thought. Or some dope has binned it! As I was half smiling to myself at this thought, my mobile buzzed as a text message arrived - "Please tell Ian (the owner) I am REALLY REALLY sorry - it just got away from me on some oil and I could not catch it" Oh. The Stanguelini, running 3rd fastest only four laps into practice had arrived by the swimming pool just as another competitor dumped seven litres of oil. Perhaps fortunately, we could not reach that particular part of the paddock, and so it was down to me to put it from my mind and get the Connaught qualified.

It's all now a bit of a blurr - we were herded into the pits, and then joined the track via the pit exit, remembering to keep to the right of the yellow line - exactly as in F1. I went steady on the first lap, trying to factor in breaking points and apexes, then pushed a little harder for lap two and the, when I exited the tunnel, I noticed the oil and water temperatures were off the clocks. I slowed, right arm in the air, and idle back into the pits. Leaping out I checked the fan was working - yes: nothing obstructing the radiator opening? - No.

Back at the pits, chatting it over with Rick as I got changed, we decided it needed a kind of 'trunking' to the radiator - not enough air passing through it. Rick and I set to with a shoe box and some Duck Tape. When we were satisfied, I went to check the times. Oh Boy - as it stood, I had failed to qualify. They were also applying the FIA 125 per cent rule on practice times, and this meant I was three seconds outside.

I was not alone in that desperate position, in fact there were four of us. I went and sat by the sea and did some deep thinking. I could, if the car stayed cool, find a few seconds, I was sure. But everyone else was going to go faster in the afternoon as well. It would be cooler and more car friendly, for a start. I decided that I needed to find five seconds. You all know that five seconds is a heck of a lot of time in a motor race! But, well, I was this close to getting on the grid and so it had to be found. As I trundle through the pits later in the afternoon, my plan was firm - let everyone pass me on the hill up to Casino Square, press on after the tunnel, making certain I got all the bends 'just so', and then foot hard down after Rascasse and go for it for as long as the car's temperatures behaved.

In the first session I did 2:54:810. I was the fastest not to be in a qualifying spot but, in the second session in the afternoon, I did a best lap of 2:49.844. I found my five seconds and was 30th

"I moved to the right, pointed to my left flank and was rewarded with a classic Stirling Moss wave and thumbs up."

placed on the grid. Not last even. WOW!

Sunday tea time came in an apparent trice. The Monaco Club's marshals made certain we all went out correctly, and it seemed for ever I had to wait until my chance to line up. I had finished qualifying with NO brake pedal, so Rick had wound the stops back as far as they would go. The race was 20 minutes or 10 laps. I had done 11 laps in 30 mins of practice, so suspected I might manage eight laps of the race.

We formed up on the grid, the lights went red, then out - and I launched - and oh boy, I was making ground like a rocket. I had 14 cars behind me by Ste Devote! It was a sharp right and up the hill, changing into 3rd I realised all the marshals were waving green flags. Ah, a green flag lap. Whoops! I backed off and allowed, over the course of the lap, 14 cars to pass me, leaving only the silver Veritas from Switzerland still at my right rear when we re-formed. Incidentally, Stirling thought it was a race start as well and went on into the distance! The remainder of the pack sat on the grid, the hooters hooted, timing boards were held up and the first light went red.

I slid the lever into 1st and built the revs to 4,300. The third red light came on and I placed my left hand on the gear lever, and then they all went out and I was off, no wheel spin and again I moved to the middle of the road between the two columns of starters and was still getting passed them. This time only seven were caught out, but I still managed to go into the first bend in midfield. The hill up to Casino is a steep one, and a couple of the guys got back past me, then it was pull right, lift and turn left into Casino Square. You hug the left-hand side of the road, and throw the car over a small hump to the right, and then plunge down the hill into a right-hand hairpin, falling towards the old Station, keep right, check the mirrors for anyone diving up the inside and make a smooth arc of the left hander. Then down again into a double apex right to straighten up into the tunnel. It is quite light in there, but the right hander is very sharp at 85 mph! Luckily I meant to come out hard over on the right and made the chicane and floored the throttle into Tabbac.

I managed, by the last lap, not to lift for that, but in not doing so it just made the swimming pool complex far more frightening and demanding. Rascasse comes up way too quickly, and you are then able to straighten up for the start/finish straight once more. On my third lap, as I climbed the hill again, I noticed a Frazer Nash in my mirrors, a green one. Crikey - that's early - but I moved to the right, pointed to my left flank and was rewarded with a classic Stirling Moss wave and thumbs up. I then managed to stay with him until the tunnel and watch a legend at work.

It's no surprise that my fastest race lap was that

one, clinging desperately to the Nash's tail for a quarter-lap. After Stirling came through I had the leaders within another few minutes, but all went off without scares. A real shock came a lap later, when I saw Malcolm Verey had spun his Allard at Ste Devote. He seemed ok, but the car was winched out, F1 style! By its nose!?!?! As I drove round, I got a surreal view of its underside, looking like a toy car, being winched away over my head!!! All too soon, really, the chequered flag came out and, amazingly, on my slowing down lap, people were cheering and clapping - the marshalls waving their flags, and I realised, we were the last race of the weekend, and I had done something right as, clearly, at least one car had crashed out, and I was still running. I tried to remember those near me on the grid, had all of them passed me or what?

The final results showed that I had started from 30th position and finished in 22nd. Not all of those eight places were due to crashed or retired cars, I stress. In point of fact, I had come home with nine cars behind me, four of which were classified finishers. My best lap was a 2:49:166, and my race average was a frankly astounding 71:07 mph. To contextualise that, the winner, John Ure, had a race average of over 90 mph. British drivers were in the first three places, a UK podium. God Save the Queen rang out and congratulations to John, in his Frazer Nash and to David Wenman and Nigel Webb in their C-Type Jaguars.

What a way to spend an afternoon by the sea. ♥



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Flying the flag for busy workers

IT'S DIFFICULT not to see just how appealing the new Citroën Dispatch is to those van drivers who work hard and play harder. It's the van-lover's perfect partner for business and weekend sports activities.

Just as the car makers are falling in love with white again, the van makers are moving away from the flat, cold, uninviting colour in favour of vibrant reds and blues and the new Dispatch is no exception – you could have a fleet the nation would be proud of, in red, white and blue.

Voted International Van of the Year 2008, the all-new model is certainly a versatile wagon. It delivers significant driver comfort and convenient benefits, as well as making good financial sense, with prices starting from £13,870+vat.

The original Dispatch was a hard act to follow and with vans becoming more like cars these days with regards to the creature comforts now regarded as necessities onboard, the Dispatch has managed to fulfil a great many tasks that are demanded by today's commercial vehicle driver.

For instance, the new Dispatch is the first compact panel van in the UK to be fitted with Trafficmaster Smartnav satellite navigation and Trackstar stolen vehicle tracking system as standard. And, it is estimated that the Smartnav provides major time, fuel and efficiency gains, which are worth around £2,000 per year per vehicle.

ABS and Electronic Brake Assistance are also fitted as standard and are complemented by the optional availability of ESP with traction control and electronic roll mitigation.

Another standard feature, which I have to mention, is the pneumatic, self levelling rear suspension with a lowering facility on the Dispatch LX versions. This suspension provides the benefits of greater comfort, improved ride and road holding, plus the



Car-like comforts in the Dispatch



Melissa Terry reviews the New Citroën Dispatch



International Van of The Year 2008

ease of loading/unloading into the lowered cargo area.

Already we can see the new Dispatch looks good on paper, having just mentioned one or two of its standard features. Bearing in mind, it's available in a multitude of wheelbase lengths and roof heights, for added practicality, and a selection of trim ranges for comfort and convenience (ie LX with pneumatic suspension). There really is a van to suit all purposes.

I have been reviewing the medium-sized L1H1 90 1200 van in bright red. So, what is it like to use? Well, first impressions are very positive. From outside the van's modest exterior actually look quite stylish. Citroën is very good at making dull boxes look quite appealing. It is as aerodynamic as possible with its protruding nose and windscreen. It is almost car-like here because it doesn't have a really steep raked front end. Its big moulded bumpers and bright, coated panels give the van a hard-wearing appearance, while its overall shape - unmistakably van - is modern and practical.

This version has two slide-opening side doors, for ease of loading, and the test van also has a glazed steel bulkhead (extra £150) which prevents your cargo from ending up in the cabin in the event of an accident.

Inside the cabin and it's almost like being in a large car. You can't get away from the huge expanses of plastic, and the sit-up-and-beg seats are a dead giveaway that this is a van. You're sitting higher than most other drivers and the huge windscreen affords plenty of visibility. It's not cold and unwelcoming like the vans of old, and you can add extra storage to the ceiling to make it even more practical.

Of course, there are three seats in the front and each is large enough for ample bottoms.

Driving the van with the 1.6 HDi 90 hp engine is not a chore, despite the van feeling underpowered with a lot of weight on board. I think it will do sterling service and give lots and lots of healthy miles to the gallon with regular to-ing and fro-ing. The van cruises quietly at speed and the brakes didn't let us down under heavy braking with lots of weight on board. But just remember what you are carrying and leave plenty of room in front.

Citroën's come up trumps yet again with the recreation of one of its most popular vans. The future's bright, the future's red, white and blue. ♥

New Citroën Dispatch L1H1 90 1200 van VITALS:

- 1.6 HDi 16-valve turbodiesel engine with five-speed manual gearbox
- RRP: £14,270+VAT + delivery
- Top speed: 90.1 mph
- 0-62mph: 21.1 seconds
- Max power: 90bhp @ 4,000 rpm
- Max torque: 180Nm @ 1750 rpm
- Service intervals: 20,000 miles
- Gross vehicle weights: 2917 kg
- Payload: 1200 kg
- Fuel tank capacity: 80 litres

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Sequel beyond equal...



Kim Henson reviews the Land Rover Discovery 3 TDV6 HSE

AMIDST all the current hype (and, frequently, misinformation) about 4x4 vehicles, it is often overlooked that for many people living in rural districts such as south Wiltshire, having an all wheel drive facility is a necessity, rather than a luxury. Of course it is true that these days buyers expect refinement as well as pure off-road ability, and there's plenty of choice among vehicles offering both...

One strong contender in this market is the latest version of the multi-award winning Land Rover Discovery 3. This carefully designed machine has rightfully earned a hard-won reputation for toughness, excellent on-road manners and, whenever required, highly impressive off-road credentials. The vehicle is luxurious (particularly in range-topping HSE form, as tested here) but is also one of the most highly effective four wheel drive sports utility vehicles ever built.

Compared with their predecessors, the 2008 models feature further enhancements, especially with regard to the interiors, which incorporate upgraded materials, clever stowage arrangements and improved comfort features.

Five or seven seat versions are available, and in the seven seaters (like the vehicle I tested) the rear-most row of two seats disappears into the floor when not in use, providing a spacious, flat-floored load compartment. The rearmost seats are primarily intended for children, yet there is sufficient space for adults to travel in these seats, and there is a useful footwell to accommodate long legs!

Powering this beast is a quiet, smooth-running 2.7-litre V6 turbo diesel engine, producing power in plenty (190 bhp), and also - importantly - huge quantities of low speed torque (pulling power). This is essential for tackling difficult ground conditions, but also makes normal driving far more enjoyable.

I recently covered 600 miles in a week in the TDV6 HSE test car, virtually all of these miles on tarmac, and my respect and admiration for the vehicle grew with every passing mile.

OFF ROAD

However, before looking at how the Discovery performs in normal driving, let's talk first about its off-road credentials. Previously, on a challenging route



devised by Land Rover personnel, I had spent some time driving an identical TDV6 in the most arduous of cross-country conditions, including climbing steep slopes covered with exceedingly slippery wet grass, squelching through axle-deep mud, scrambling over boulders and wading through streams. The vehicle took all this punishment in its stride, with a sophisticated all wheel drive system, high ground clearance and accommodating axle articulation enabling all types of terrain to be tackled with ease. I can only add that the vehicle's ability to go 'anywhere' is truly uncanny.

Standard on seven seat versions is all-independent air suspension (cross-linked and with variable ride height control) plus 'Terrain Response'. A rotary selector located in the centre console enables the driver to quickly and easily choose the most appropriate setting for the four wheel drive system. The choices are easily understandable and include 'normal', 'grass, gravel and snow', 'mud and ruts', 'sand' and 'rock crawl'.

In addition, the vehicle features a highly effective 'hill descent control' system, and high and low drive ratios. Low ratio is only required when the going really gets tough.

In all situations the huge reserves of low speed pulling power ensured that the vehicle was easy to drive - and kept moving.

Although, for off-road use, the bodywork of the

Discovery is deliberately high above the ground, the makers provide a three-position height control selector, enabling the bodywork to be lowered to allow easy entry to and exit from the vehicle when parked, as well as providing a 'normal' height for on-road running, and a 'high' position for the rough stuff.

ON ROAD

In my 600 miles of tarmac motoring, the smooth-running Discovery felt eager, refined and comfortable. In driving wind and rain on motorway journeys, the vehicle felt safe and stable, and 70 mph was accomplished at just 1,900 rpm.

Ride comfort was highly impressive, and even over very long distances the seats proved to be comfortable and supportive. There's always a first class view of the road from the driving seat too.

Roadholding, even in the most slippery conditions, is excellent for such a large, tall vehicle, although a little 'leaning' of the bodywork is evident during fast cornering. The four-wheel drive system provided reassurance when required on slippery roads, gravel and loose mud, and the brakes proved to be very effective.

There are many clever small touches about the test vehicle which impressed me too. For example, the folding exterior mirrors, the auxiliary lamps which illuminate the side of the road when turning, the retractable cup holders built into the fascia, the lidded lockers on each side of the rearmost seats, the separate stereo system controls provided for rear seat occupants (by the way, the sound system is magnificent), and the large, air conditioned compartment at the rear of the centre console.

The Discovery TDV6 is very happy to carry loads, when required (and is also an effective towing vehicle, with a towing capacity of 3,500kg, or 7,715lb.). The rear window lifts upwards, while the lower tailgate hinges downwards to extend the load bed, which is long, wide and flat. I found loading was very easy, even when dealing with heavy and bulky items. The centre row of seats folds on a 2/3:1/3 basis, enabling passenger/luggage carrying requirements to be varied as required.

Overall fuel consumption during my time with the vehicle worked out at almost exactly 30.0 miles per gallon, and far better than this when cruising gently (although in-town driving would see figures of more like 23 to 25 mpg). These are pretty good for a large, powerful V6 diesel engine mated to automatic transmission, and pulling along a large vehicle.

THE VERDICT

The latest Discovery 3 TDV6 models are incredibly capable, lively, comfortable, refined and quiet in all normal driving. In addition, whenever needed for tackling slippery, rough-surfaced off-road conditions they are, quite simply, superb. ♥



VITAL STATISTICS:	
Engine:	2720cc V6 turbo diesel
Power:	190 bhp @ 4,000 rpm
Torque:	440Nm @ 1,900 rpm
0-60 mph:	11 seconds
Top speed:	112 mph
Combined economy:	27.7 mpg
CO2 emissions:	270 gm/km
List price:	£44,535
(Discovery 3 prices start at £27,315)	



New Citroën Berlingo

Top residual values predicted

INDEPENDENT industry experts CAP, predict that the recently launched Citroën Nemo and Berlingo vans will be established as residual value leaders in their respective classes.

These strong residual value predictions reflect Citroën's proven pedigree as one of the leading innovators in the light van sector. The Nemo and new Berlingo are designed to provide businesses with efficient, low cost operation, combined with optimum levels of crew comfort and safety.

According to CAP who produce fully independent price guide residual value figures, the new Nemo van is expected to have a residual value in excess of 32% after a typical three year, 60,000 mile life – better than the residual values of its rivals.

Similarly, new Berlingo, over a typical three year, 60,000 mile life, is predicted to retain more than 33% of its initial cost, far in excess of most of its rivals. The new Berlingo's residual value performance is also better than that of the original Berlingo, which is already one of the best used van performers in its sector.

£2-litre outlook 'bleak'

LEX, the UK's largest vehicle leasing company has revealed that more than a third of Financial Directors, and Chief Financial Officers surveyed expect redundancies within their organisations if the diesel price hits £2 a litre, according to a Lex/YouGov commissioned survey.

In the past month diesel prices have risen by their highest margin this century and are now almost 14 pence per litre more expensive than petrol. High oil prices, breaking through the \$125 mark, have also fuelled a near-record rise in petrol prices.

Nationally, unleaded prices have risen to a record average price of 116.9ppl in the past month. Diesel prices have risen to a record average of 130.3ppl.

As a parallel to rising fuel costs, the survey also revealed a level of dissatisfaction from Financial Directors of UK businesses with the timescales that the Government has attached to the Budget's recent emissions based taxation changes. With the changes due to take affect in April, 2009, almost a third (32%) felt that they had received adequate notice from the Government to implement the necessary changes to their business vehicles.

- 53% of those surveyed also stated that implementing changes brought about by the new Government legislation, be it as a result of the corporate manslaughter act, corporation tax/capital allowances and CO2 based vehicle taxation had placed a strain on their business.

Commenting on the findings, Lex MD Jon Walden said:

"The Lex/YouGov survey firmly illustrates the pressure that UK businesses are feeling as a result of rising fuel costs, and in particular the price of diesel. As a company that specialises in vehicle leasing for UK businesses, Lex has established the 'Lex Momentum' consultancy arm which is providing strategic assistance to businesses in these challenging times on reducing costs and advice on low-emitting vehicles."

Other key results from the Lex/YouGov survey:

- More than half (56%) did not feel they had received adequate notice from the Government for implementing the new changes in the laws on Duty of Care/corporate manslaughter, Corporation tax/capital allowances (to be introduced in April 2009) or Changes in CO2 based vehicle taxation;
- 40% of respondents are not familiar with forthcoming changes to corporation tax and capital allowances;
- 42% of businesses surveyed with company cars said they had no plans to make vehicles more environmentally friendly over the next six months;
- 57% of respondents did not think that making their fleet more environmentally friendly would attract new business;
- Only 47% of respondents reported that their company had policies or procedures in place to ensure it met its 'duty of care' responsibilities to employees in light of the corporate manslaughter act.

VW puts the squeeze on gas



VW Caddy EcoFuel

THE Volkswagen Caddy EcoFuel is an alternatively fuelled vehicle that can operate on either compressed natural gas (CNG) or biomethane. Developed as a result of Volkswagen's environmental research programme, and produced in the same factory as the rest of the Caddy range, it is already on sale in mainland Europe and planned to be introduced to the UK later this year.

The Caddy EcoFuel is the first right-hand-drive (RHD) prototype and is being used for a UK pilot scheme in response to customer enquiries for alternatively fuelled vehicles.

The key benefits of operating a CNG-powered vehicle are lower and cleaner emissions, plus reduced fuel costs (CNG costs significantly less than petrol or diesel).

The Caddy EcoFuel features a 2.0-litre 109 PS petrol engine which operates primarily on compressed natural gas (CNG) with a small petrol reserve, giving a total range of around 350 miles.

A fully integrated design and production process means the conversion of the vehicle is better-resolved. For example, the gas filling point is incorporated behind the existing fuel filling cap, and there is an additional electronic fuel gauge display set into the display on the dashboard.

Similarly, the gas tanks do not impact on the Caddy EcoFuel's load-space as they are safely secured under the vehicle and have been fully crash tested. The gas tanks hold 26 kg of CNG; the additional weight means there is a small reduction in payload to 665 kg, compared with 720-724 kg for the rest of the Caddy van range.

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And finally...



DAVID HALL uses his 1950 Leyland Beaver in funerals throughout the U.K. bringing some colour to a dark day, carrying the coffin surrounded by flowers, held in a tiered display, as part of a highly dignified service.

When only a limited number of flowers is anticipated then a wooden Theme can be built which depicts the occupation or interests of the Deceased. Originally Lorry Drivers provided a large share of the business, however, 5 years on the take up is from all walks of life, with Themes in place ranging from Teachers to Scaffolders. A lot of families want to focus on the interests of their loved one and a Footballer juggling the ball in front of a goal is the most frequently requested theme. The lorry has even appeared in the Match Day programmes at Portsmouth and Crystal Palace.

Indeed recently there has been more interest

in what David can create on the 21 foot deck rather than the lorry itself. The family of a Lift Engineer, who was tragically killed at work wanted a 'Stella Artois' funeral and David was able to provide kegs around which the flowers were arranged in front of a liveried coffin. Recently someone from Swindon requested an 'Only Fools and Horses Theme' and David drew out a number of options, including Del falling through the bar.

David would like to pass on his thanks to motorists who have shown tolerance when they have encountered him trundling along at 30 m.p.h., the lorry's maximum speed, and the respect shown when he is at the head of a cortege.

If you want to know anymore about the services on offer, then please visit www.vintagelorryfunerals.co.uk or phone David on 01225 865346.



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