

Britain's best towcar revealed

Thirty-nine new cars, six award winning vehicles, one overall towing champion



- 48 Introduction How the tests were done
- 50 **The winners** Our towing champions in each class

Volkswagen Golf 2.0 TDI 140 SE 5dr Ford Kuga 2.0 TDCi Zetec 2WD

- 51 Skoda Superb 2.0 TDI 170 4x4 Elegance Ford S-Max 2.2 TDCi Titanium
- 52 Volvo XC60 D5 SE Geartronic Jaguar XF 3.0 Diesel S Premium Luxury
- 53 Also tested Other towcars put through their paces
 Renault Mégane 1.9 dCi 130 Dynamique 5dr
 Honda Civic 2.2 i-CTDi EX
 Vauxhall Insignia 2.0 CDTi 160 SE
- 55 Ssangyong Rodius 270 S
 Nissan Qashqai +2 2.0 dCi Tekna 4x4 auto
 Ford Mondeo 2.0 TDCi Econetic Estate
- 56 Overall winner The best of the best revealed
- 58 **Towcar buyer's guide** All the stats you want to know

FOREWORD



THE AIM of these Towcar Awards is to provide campers and caravanners with the very

best and latest information about the leading vehicles suitable for towing. The programme is led by three of the most experienced and qualified organisations in their respective fields. We believe this helps our members to make informed decisions about high-value purchases, and hopefully they are then able to enjoy safe, comfortable and enjoyable motoring.

The competition between car manufacturers is ferocious and as a result, cars in all categories offer more in terms of comfort, economy, entertainment and information systems than ever before, not forgetting ever-decreasing carbon dioxide emissions.

This is all good news, but it is our role to see how well and safely each of these latest vehicles is able to tow in all conditions, on all surfaces, and when pushed slightly further than normal. Thanks to the use of one of the country's leading test tracks, this can happen in a safe environment. We enjoy testing the vehicles and hope that you find the information helpful.

Matthew Eastlake
Marketing and Communications
Director, the Camping and
Caravanning Club

DAVID'S PITCH



Towcar drivers are a demanding lot. We want cars that will thrive on the daily commute and the weekly shop, but will also pull a

tonne-and-a-half of wood, metal and plastic for our annual holiday. We want a comfortable ride in day-to-day driving, but firm control when towing. We want cars that are green and fuel-efficient, but powerful enough to pull a caravan up a steep hill. In short, caravanners place more conflicting demands on their cars than any other group of drivers.

It's always hard to know which car fits the bill from a quick test drive. That's where the Towcar Awards come in. Now in their third year, this is your definitive guide to all that's good, bad and ugly in the world of towing.

This year, 39 different cars were put through their paces by experts from Practical Caravan, What Car? and the Camping and Caravanning Club at the MIRA test track in Warwickshire. The vehicles tested included a selection of the top cars from previous years, all-new models, and others we hadn't tested before. Your next new car could be among them.

David Motton Head Judge



How the tests were done

The Towcar Awards test is the UK's most rigorous and thorough towcar assessment programme. We go the extra mile to find the most suitable models for towing your caravan. Here's how we did it...

1 Towing

Our driving judges took each car through a set test route, matched to a Swift caravan weighted to be an 85 per cent match (or the legal towing limit, whichever was lower). Every drive started by towing up to 60mph on a straight track, in order to assess acceleration and straight-line stability. Next, outfits that proved stable at 60mph were driven up to 70mph to replicate towing abroad, where speed limits may be higher than in the UK.

Each car was then driven to a wide, open stretch of track where drivers made a few short, sharp steering inputs to check how

quickly the car would pull the caravan straight, as it might have to do after overtaking a lorry on a windy day. Each car was also driven through a low-speed slalom to give the brakes a workout and assess cornering, and also for another chance to test the strength of the engine. Finally, each outfit performed a hill start on a 1-in-6 slope.



THE JUDGES



STEVE CROPLEY
A newcomer to the
Towcar Awards, but
no stranger to
towing, Steve
Cropley is the

Editor-in-Chief of Autocar magazine. He's also a European Car of the Year juror, and one of the world's most experienced motoring journalists.



PETE TULLIN
What Car?'s
Road-Test Editor,
Pete Tullin, took care
of the performance
testing, carrying out

acceleration and brake tests and taking each outfit through the lane-change test. At the last count, Pete has tested nearly 5,000 cars throughout his career.



BARRY NORRIS
Barry is in the
unique position of
having been a
practicality and
driving judge, so

nobody knows more about how the tests are done. He is the Camping and Caravanning Club's Technical Information Officer, and has been caravanning for more than 20 years.



Meanwhile, the performance judge undertook another set of tests, using satellite-tracking equipment to give precise 30-60mph acceleration and 30-0mph braking data. Each caravan was fitted with the AL-KO ATC system, which in normal use applies the caravan's brakes if the onset of instability is detected. For our tests, the system was not connected to the brakes.

Instead, the ATC unit was wired up to a laptop computer to record whether or not the caravan remained stable when decelerating from 60mph. It also recorded the van's behaviour through the lane-change test (a violent swerve first one way then the other, repeated at increasing speeds). This really revealed which cars would remain stable and in control in an emergency.



The scores for solo driving are based on What Car? magazine's road-test verdicts. What Car? has been the car-buyer's champion for well over 30 years, and its tests are renowned as some of the most detailed and objective in the business. The magazine tests nearly 500 models every year.

Every car listed was assessed for ride and handling, performance and refinement. Passenger space also formed part of this section of the test.

3 Practicality

The Towcar Awards aren't just about driving. We're also looking for cars that will make your towing easier, safer and more practical. That's why our practicality testers tried to fit a

typical load of holiday luggage in the boot of every car. The testers also checked for a noseweight limit that was appropriate to the kerbweight of the car, the ease with which towing mirrors could be fitted, and good, clear towing advice in the manual.

Was the car in question fitted with stability control, preferably with a towing-specific mode? Was there a full-size spare wheel and, if so, how easily could it be accessed? If the spare turned out to be a space-saver, was it suitable for towing? These were the types of questions our practicality judges set out to answer.

4 Buying & owning

Even the most stable towcar in the world may not be the right car for you if it's overpriced, too thirsty or short on safety equipment.

That's what the

buying and owning section assessed.

We've looked at likely discounted prices (the What Car? Target Price)

for every car, and
considered how much
each model would be
worth a few years down
the road. Running costs
have also been taken into
account, as has the provision
of airbags and other safety
equipment.

like to thank Witter for assistance in checking the cars' towing electrics, Milenco for the loan of its towing mirrors and adaptors, and Admiral Fire Extinguishers. The biggest thank you must go the volunteers from the Camping and Caravanning Club, who gave up their free time to make the tests possible.

THANKS TO AL-KO for preparing

the ATC units for the tests. We'd also





SUE TAYLOR
Another new face
for 2009, Sue Taylor
has been the
Features Editor of
the Club's

magazine, Camping & Caravanning, for more than ten years. During that time she has towed both horseboxes and trailers with a wide variety of towcars.



NIGEL HUTSON
A familiar face
to readers of
Practical Caravan,
Nigel Hutson is one
of the most active

members of the magazine's Reader Enthusiast team. He's also a Class 1 police driver, and currently works as a collision investigator.



IAIN GEDDES
For the second year,
lain has been
responsible for the
practicality testing,
examining more

than three-dozen boots, handbooks, towballs and towing electrics in meticulous detail. He works as a Technical Adviser at the Camping and Caravanning Club.



WHATCAR? Corovan

the VW turns back into a small, nimble

towcar, we'd love to drive it.

hatchback.

It's equally happy on a favourite back road, taking the children to school or on a long motorway drive. That's partly thanks to the quiet and strong new engine, with much smoother power delivery than the old Golf's 2.0-litre diesel.

The cabin is also better finished than before, and it's reasonably spacious too, with room for all but one item of luggage from our practicality team's load.

As you'd expect, the Golf is a sensible buy. Fuel economy of 57.6mpg on the combined CO₂ emissions of just 129g/km make the Golf our Green Award-winner, too.

What's more, you can expect to get back 48 per cent of the original price in three years' time.

Volkswagen Golf 2.0 TDI 140 SE 5dr

List price £18,635

Target price £17,442

Kerbweight 1,374kg

85% match 1,168kg

Max towing weight 1,500kg

Towball limit 75kg

TRUTH BE told, this was one of the easiest decisions our judging panel had to make. Like the head boy who's also captain of the football team, the Golf does almost

everything well and nothing badly.

The VW was clearly the most able small car through the lane-change test. Our test car was fitted with Adaptive Chassis Control (a £680 option). With sport mode selected, the Golf darted through the cones. Data from the AL-KO ATC system showed how much the caravan was moving around, but the Golf always remained firmly in control.

Driven less violently, it gave a comfortable ride with the chassis set to normal or comfort. One judge remarked that towing with the Golf felt like driving a much larger car.

Until the van is unhitched, that is. Then



LOOKS CAN be deceptive. The Kuga may look like a 4x4, but power goes to the front wheels only in this version of Ford's compact SUV.

It might seem odd to choose a two-wheel-drive version of a four-wheel-drive car for towing, but in the Kuga's case, it makes a lot of sense. For a start, it's much cheaper to buy. The list price dips under $\Sigma 20,000$. With some determined haggling, that should fall to just over $\Sigma 17,000$. The 4x4 model we tested

last year would set you back several thousand more.

Fuel economy also benefits. Without the added weight and complication of four-wheel drive, the Kuga promises 46.3mpg on the combined cycle – that's 2.2mpg better than the 4x4.

In bad weather or towing across grass and mud you may miss four-wheel drive, but in the dry we didn't miss it one bit. Through the lane-change test, the Kuga was quick

and stable. The AL-KO ATC system recorded a peak of 0.9G, although in the car all was calm and controlled.

For a front-wheel-drive car, the Kuga also performed well on the 1-in-6 test hill. The handbrake needed a very firm pull before it would hold, but there were no issues pulling car and caravan to the top.

We're big fans of the 2.0-litre diesel fitted to the Kuga and many other Fords. It's a smooth and responsive engine, so overtaking won't be a problem. If you need to stop in a hurry, the Kuga also delivers, stopping from 30mph in just 10.8 metres.

We do have some reservations. The rear seats are rather cramped and Ford's handbook is light on towing information.

Otherwise, we're happy to recommend the Kuga as class winner.

WE SAY	
Towing	****
Solo	****
Practicality	****
Buying & Owning	****
Verdict	***
Great to tow with, the two-	wheel drive
Kuga is also great value	

Skoda Superb 2.0 TDI 170 4x4 Elegance

List price £24,110

Target price £22,434 Kerbweight 1,665kg 85% match 1,415kg

Max towing weight 1,800kg

Towball limit 85kg

THE NAME 'Superb' suggests either confidence or arrogance, depending on whether the car delivers. In this case, Skoda has been justifiably confident.

Our judges were impressed with the car from the weight class below, with a few reservations. This one has all the strengths of that version and addresses its weaknesses.

In place of the other model's old-tech engine, in comes one of the new common-rail Volkswagen Group engines. This smoothes the sharp edges in the power delivery and gives extra mid-range and topend performance. The 30-60mph sprint took 13.2 seconds, so overtaking will be calm and relaxed. It's a quiet engine too, staying in the background even under hard acceleration.

TOWCAR
AWARDS
2009

1,575-1,724kg
Four-wheel-drives and spacious estates dominate our third weight division, with prices as low as £16,500

Although the two-wheel-drive Superb felt a little loose when slowing down from high speeds, there was no trace of this with the 4x4. The car also stayed firmly in control of the caravan through the lane-change test until we tried one more run at higher speeds. To be fair, though, in many cars we wouldn't have tried the manoeuvre travelling so quickly.

On the 1-in-6 hill, the handbrake held car and van, provided it was pulled on firmly. The combination of a strong engine and four-wheel-drive made for an easy, undramatic getaway.

The £24k price tag may seem high, but

the well-built, roomy cabin is upmarket enough to justify the cost. The innovative Twindoor allows the boot to be opened like a saloon's, so passengers aren't exposed to bad weather, or like a hatch, which provides a larger opening.

WE SAY	
Towing	****
Solo	****
Practicality	****
Buying & Owning	****
Verdict	****
A worthy class winner: sw and spacious.	ift, stable



WE ENJOYED testing the S-Max two years ago, but it was held back by its high price and thirsty petrol engine. With a 2.2-litre diesel, the Ford is better value and more economical. In fact, it's good enough to be a class winner in 2009.

The engine makes a huge difference.

Official figures promise 42.8mpg on the combined cycle, and with 295lb.ft of torque

to call upon, performance is sparkling. The S-Max went from 30-60mph in just 14.2 seconds. There's good response even from low revs, and a hushed engine note makes long journeys relaxing.

Stability is excellent, right up to the legal maximum and beyond. The van snapped straight back almost immediately after any sharp steering input, and through the

lane-change test there were only a handful of cars to compare with the S-Max. Even at high speeds, the Ford took charge of the van.

Firm control sometimes comes at the expense of comfort, but the S-Max's ride was supple as well as controlled. The Interactive Vehicle Dynamics Control (a £600 option) gave drivers a choice of three suspension modes, and in 'comfort', the ride was especially plush.

Inside, the S-Max has room for seven.

The rearmost seats are cramped but the front two rows have plenty of room. The seats can be folded flat to give van-like luggage space.

It's a shame the towing info in the manual is inadequate, and there is no spare wheel. However, this Ford is so good that we'd buy a full-size spare to carry in the boot. For space, performance and stability, the S-Max is worth this inconvenience.

WE SAY	
Towing	****
Solo	****
Practicality	****
Buying & Owning	****
Verdict	****
A great family MPV and a	top towcar, too.



Volvo XC60 D5 SE Geartronic

List price £28,150 Target price £26,359

Kerbweight 1,960kg 85% match 1,666kg Max towing weight 2,000kg

Towball limit 90kg

THE HEAVYWEIGHT class has a new champion, and it's the Volvo XC60. Already a winner at the What Car? Car of the Year Awards, it's a winner as a towcar, too.

It does almost everything well. Four-wheel drive will get you out of trouble on a muddy pitch, and it certainly helped make our hill-start test seem insultingly easy.

The ride strikes a near-ideal balance between the iron-fisted control of an Audi Q5 and the plushness of a Land Rover Discovery. In a straight line there's no sign of instability, and the AL-KO ATC system data showed not the slightest wobble when slowing from high speed.

Through the lane-change test, the Volvo took firm charge. It may not have been quite



1,900kg and above
In our heaviest weight division, four-wheel-drives vie
with MPVs for top towing power with the largest caravans

as nimble as an Audi Allroad between the cones, but few owners will come close to the XC60's limits.

Overtaking dawdling traffic should be easy, even when towing. The engine musters a strong-armed 295lb.ft of torque – enough to haul car and caravan from 30-60mph in just 13.4 seconds. It makes quite a noise as it does so, however. At least the engine settles into the background once up to speed.

The driver won't be the only one able to enjoy travelling in the XC60. There's plenty of room for both front-and rear-seat passengers. You won't have to travel light, either, thanks to the huge boot. We found room for a complete load of holiday luggage. Despite plenty of towing information in the

manual, only a tyre sealant kit or compact spare wheel is available. Neither option is recommended for towing by Volvo, but this is a situation which is becoming all too familiar in modern cars.

With a price of £28,150, the Volvo isn't cheap, but it should hold on to 49 per cent of the original price after three years. Besides, a car this good is worth the money.

WE SAY Towing Solo

Buying & Owning

Practicality

Verdict

******* ***** ***** ****

Stylish, stable, practical – what more do you want?







Renault Mégane 1.9 dCi 130 Dynamique 5dr

List price £18,250

Target price £16,169

Kerbweight 1,385kg

85% match 1,177kg

Max towing weight 1,300kg

Towball limit 75kg

THE RENAULT was one of the surprise packages of this year's tests, running the Golf a very close race.

Strong, quiet and refined, the 1.9-litre engine is a key part of the appeal. With a 30-60mph time of 14.9 seconds, it was just a tenth of a second slower than the Golf in the sprint to the legal limit. The Renault was happy to hold 60mph in sixth gear, with the engine hardly audible in the background.

In an emergency, the Mégane's able chassis will be on your side. It coped easily with the lane-change test, remaining firmly in control of the van.

The practicality judges were just as

impressed as the drivers. The boot held a full load of holiday luggage, and it was pleasing to see a full-size spare in these days of so many compact tyres and get-you-home gunk.

However, there's not as much room for passengers in the Mégane as there is in a Golf or Focus, although there is no doubt the cabin is well built and attractive to look at. What's more, resale values aren't as strong as the Golf's, with What Car?'s experts predicting the car will be worth 39 per cent of the original asking price after three years.

WE SAY

A capable, refined towcar, but more passenger space would be welcome.



Honda Civic 2.2 i-CTDi EX

List price £19,480

Target price £18,134

Kerbweight 1,468kg

85% match 1,248kg

Max towing weight 1,500kg

Towball limit 75kg

FOR A small family car, the Civic packs a big punch. The 2.2-litre diesel is more than up to the job of pulling the Civic and a caravan, sprinting from 30-60mph in just 14.1 seconds. The Honda slows as well as it goes, coming to a halt in 10.6 metres.

However, several judges noted more movement from the van once up to 70mph. The Civic didn't feel composed when slowing from high speeds, and through the lane-change test, the van fought the car.

The ride is rather firm, and rear-seat passengers will find headroom tight. The boot managed a full load of holiday luggage, but the

practicality judges weren't pleased to see run-flat tyres instead of a proper spare wheel.

Running costs should be modest. Official figures show 53.3mpg on average, and a retained value of 41 per cent after three years is respectable. Honda's reputation for reliability is well-deserved, and the Civic finished 15th of 101 cars in this year's JD Power Customer Satisfaction Survey.

WE SAY

Strong performance and large boot, but could be more secure at speed.



Vauxhall Insignia 2.0 CDTi 160 SE

List price £22,425

Target price £19,228

Kerbweight 1,613kg

85% match 1,371kg

Max towing weight 1,600kg

Towball limit 85kg

THE INSIGNIA has to be one of the most eagerly awaited cars of the 2009 tests. While it hasn't won its class, it earned the respect of every judge.

The engine was especially impressive. The 2.0-litre diesel may not be whisper-quiet, but there's nothing wrong with the way it performs, hauling car and caravan from 30-60mph in 13.5 seconds.

The Vauxhall also coped

admirably with the lane-change test, leaving the 'van in no doubt as to who was boss, even at high speeds. However, backing off sharply from 60mph caused a worrying wobble from the caravan.

Inside the cabin, the Insignia looks great – a world away from the bland, old-fashioned Vectra it replaces. However, there's nothing like as much space in the back as in a Ford Mondeo or Skoda Superb.

What Car?'s used car experts predict the Insignia will be worth just 33 per cent after three years, which compares badly with the Skoda's 43 per cent.

WE SAY

A very good towcar in almost every respect but cramped in the back seat.



Ssangyong

Rodius 270 S

List price £14,995

Target price £14,995

Kerbweight 2,106kg

85% match 1,790kg

Towball limit 140kg

Max towing weight 2,500kg

YOU WON'T find any other

big seven-seat MPVs as cheap

as the Rodius unless you shop

second-hand. It's a huge car for

model is well equipped, except

for safety kit. There's no stability

control, and only the driver and

front passenger get airbags.

the money. Even the basic S

Performance is leisurely. Going from 30-60mph with a caravan in tow took 23.8 seconds, making it the slowest car in the heavyweight category. The engine is noisy, too.

Slowing from 60mph, the AL-KO

ATC recorded less movement than with the Jeep Cherokee or the other Ssangyongs. However, the Rodius struggled with the lane-change test. As with the other Ssangyongs, we have reservations about the Rodius, but with a price tag of just £14,995, you may find those faults possible to forgive.

WE SAV

WEOAI	
Towing	****
Solo	*****
Practicality	****
Buying & Owning	****
Verdict	****

Lots of car for the money, but slow and unwieldy.



Nissan Qashqai +2 2.0 dCi Tekna 4x4 auto

List price £25,900 Target price £24,273 Kerbweight 1,866kg 85% match Not legal

Max towing weight 1,350kg

Towball limit 75kg

WHAT THE Nissan did. it did well, but a towing limit of 1,350kg is measly for such a heavy car. If your van falls within that figure, the Qashqai +2 is a good choice. It rides comfortably, yet keeps the 'van under control. It coped easily with both the lane-change manoeuvre and the

hill start. The 1-in-6 slope was no problem, even out of four-wheel drive.

Inside, the Qashqai +2 is usefully bigger than the Qashgai, on which it is based. As the name suggests, an extra pair of seats can quickly be stowed in

the floor. With these put away, there was room for a full load of luggage. Our practicality testers were unimpressed with the towing information in the handbook, however.

At £25,900, it isn't cheap, but pretty much any gadget you can think of is fitted as standard.

WE SAY

WE 0/ 11	
Towing	****
Solo	****
Practicality	****
Buying & Owning	****
Verdict	***

The Nissan would have scored much better with a higher towing limit.



Ford Mondeo 2.0 **TDCi Econetic Estate**

List price £21,395 Target price £18,472

Kerbweight 1,559kg

85% match 1,325kg

Max towing weight 1,800kg Towball limit 90kg

LAST YEAR'S overall

winner returned to defend its title this year, but with some changes to the specification. This year we've tested the green Econetic version.

Low-rolling-resistance tyres, aerodynamic changes, lowered suspension and a retuned engine contribute to some impressive economy figures. Expect 54.3mpg on the combined cycle, with CO2 emissions of just 139g/km. Plenty of superminis struggle to match those numbers.

Power and torque outputs also drop, although the Mondeo still went from 30-60mph in a respectable 18.3 seconds.

In other ways, though, the Econetic was disappointing. In isolation, it was stable, but not as composed as other Mondeos we've tested. Several judges also found the lowered sport suspension less comfortable.

That said, there's still a lot to like. Inside, it offers loads of room for passengers and luggage, and the build quality is good. However, we'd rather have the standard Mondeo for towing.

WE SAY

Towing **** Solo **Practicality Buying & Owning**

A very good towcar, but there are better Mondeos than this for towing.



See next month's Camping & Caravanning magazine for the lowdown on the 27 remaining cars tested as part of the Towcar Awards 2009.



Volvo XC60 D5 SE Geartronic

List price £28,150

Target price £26,359 Kerbweight 1,960kg 85% match 1,666kg

Max towing weight 2,000kg

Towball limit 90kg

MANY CARS made our judges sit up and take notice, but one stood out over all the others – the Volvo XC60.

It's just so good in so many ways. First and foremost, it's a cracking towcar, with a strong engine and unshakeable stability. Unlike some cars, however, control is combined with comfort. It's the kind of car you'd happily tow with from one end of the country to the other.

It should look after you in an emergency, too. Stand on the brakes, and the Volvo stops in just 10.6 metres. When car and 'van together weigh over 3.5 tonnes, that's impressive. The XC60 is also safe in other

ways, with clever features such as City Safety which, at low speeds, will actually stop the car completely if it's about to hit the car in front. Crash-test experts at Euro NCAP have also given the XC60 their seal of approval with a five-star rating.

Safe to travel in, the Volvo is an equally safe place to put your money. It should hold on to 49 per cent of its value after three years on the road – one of the strongest resale values of any car in this year's tests.

You don't just choose this Volvo for sensible reasons, though. The design, both inside and out, is fresh and engaging: a world away from Volvos of ten or 15 years ago. It's fun to drive, too, with an impressive turn of speed and agile handling for such a big, heavy car. Anyone trading in a 4x4 from a saloon or hatchback will feel right at home.

Other cars ran the Volvo a close race. The new VW Golf won its class by a street, and we were hugely impressed by the Skoda Superb 4x4. However, for an extra \$\$4,000 over the Skoda, the Volvo weighs

almost 300kg more, making it a suitable match for a much wider range of vans.

Great to look at, to travel in and tow with, the Volvo just had to win.





Top: The cabin provides both comfort and control

Above: The boot easily copes with a full luggage load



Towcar buyer's guide

VERDICT, PRICE AND WEIGHTS	·	-	:					
MAKE AND MODEL	Kerbweight (includes 75kg for driver)	85% of kerbweight	Towball limit	Max towing limit	Verdict	Price	Target Price	Retained value after 3 yrs/36,000 miles
Kia Soul 1.6 CRDi 2	1345kg	1143kg	52kg	1300kg	****	£12,495	£12,104	42%
Ford Focus 1.6 TDCi 110 Econetic DPF 5dr	1357kg	1153kg	75kg	1300kg	***	£18,045	£14,976	35%
olkswagen Golf 2.0 TDI 140 SE 5dr	1374kg	1168kg	75kg	1500kg	****	£18,635	£17,442	48%
Renault Mégane 1.9 dCi 130 Dynamique 5dr	1385kg	1177kg	75kg	1300kg	***	£18,250	£16,194	38%
Gubaru Impreza 1.5 R	1385kg	1177kg	75kg	1500kg	***	£12,730	£11,930	39%
Honda Civic 2.2 i-CTDi EX	1468kg	1248kg	75kg	1500kg	****	£19,480	£18,134	41%
Citroën Berlingo 1.6 HDi 110 XTR	1502kg	1277kg	55kg	1300kg	****	£15,065	£14,483	39%
Ford Mondeo 2.0 TDCi Econetic Estate	1559kg	1325kg	90kg	1800kg	****	£21,395	£18,472	31%
Skoda Superb 2.0 TDI PD SE	1565kg	1330kg	85kg	1800kg	****	£19,365	£18,027	46%
Ford Kuga 2.0 TDCi Zetec 2WD	1573kg	1337kg	100kg	2000kg	00000	£19,795	£17,191	41%
Mazda 6 2.2D 163 TS2 Estate	1575kg	1339kg	75kg	1600kg	****	£19,665	£18,221	46%
/auxhall Insignia 2.0 CDTi 160 SE	1613kg	1371kg	85kg	1600kg	****	£22,425	£19,228	33%
Subaru Forester 2.0D XSn	1625kg	1381kg	80kg	2000kg	00000	£25,960	£24,737	33%
Suzuki Grand Vitara 2.4 SZ4 5dr	1627kg	1383kg	85kg	1850kg	****	£16,500	£15,607	36%
Peugeot 308 SW 2.0 HDi 136 Sport	1650kg	1403kg	70kg	1650kg	****	£19,895	£17,917	34%
Toyota Avensis 2.2 D-4D T4 4dr	1655kg	1407kg	75kg	1800kg	****	£21,565	£20,284	40%
Skoda Superb 2.0 TDI 170 4x4 Elegance	1665kg	1415kg	85kg	1800kg	****	£24,110	£22,434	43%
udi A4 Avant 2.0 TDI 170 Quattro S-line	1670kg	1420kg	80kg	1600kg	***	£30,380	£27,577	49%
oyota Avensis Tourer 2.0 D-4D TR	1670kg	1420kg	75kg	1600kg	****	£20,255	£19,059	42%
W Tiguan 2.0 TDI 170 4Motion SE	1684kg	1431kg	100kg	2200kg	****	£22,930	£20,723	47%
lenault Koleos 2.0 dCi Privilège 175 4x4	1730kg	1471kg	100kg	2000kg	***	£25,565	£23,039	41%
aguar XJ 2.7 TDVi Executive	1734kg	1474kg	76kg	1900kg	****	£44,599	£37,436	35%
and Rover Freelander TD4e HSE	1770kg	1505kg	150kg	2000kg	****	£32,595	£28,967	38%
ord S-Max 2.2 TDCi Titanium	1802kg	1532kg	90kg	1800kg	****	£24,545	£21,065	43%
Audi Q5 2.0 TDI Quattro S-line	1805kg	1534kg	80kg	2000kg	****	£31,430	£28,999	50%
/W Caddy Maxi Life 2.0 TDI	1809kg	Not legal	80kg	1440kg	****	£18,015	£17,044	41%
Mitsubishi Outlander 2.2 DI-DC Diamond	1810kg	1539kg	100kg	2000kg	***	£27,999	£26,029	42%
Citroën C5 Tourer 2.2 HDi Exclusive	1840kg	1564kg	77kg	1900kg	****	£23,395	£21,232	33%
Nissan Qashqai +2 2.0 dCi Tekna 4x4 auto	1866kg	Not legal	75kg	1350kg	***	£25,900	£24,273	51%
Jaguar XF 3.0 Diesel S Premium Luxury	1895kg	1611kg	75kg	1850kg	****	£40,500	£38,266	45%
Audi A6 Allroad 3.0 TFSI Quattro	1915kg	1628kg	85kg	1900kg	****	£39,340	£36,188	41%
/olvo XC60 D5 SE Geartronic	1960kg	1666kg	90kg	2000kg	♦♦♦ ♦	£28,150	£26,359	49%
Oodge Journey 2.0 CRD SXT	1975kg	Not legal	68kg	1360kg	****	£19,800	£18,045	41%
Ssangyong Kyron 270 SPR	2053kg	1745kg	117kg	r	****	£22,495	£22,495	30%
Jeep Cherokee 2.8 CRD Limited auto	2060kg	1751kg	140kg	2800kg	**000	£25,300	£23,164	36%
Ssangyong Rexton 270 SPR	2099kg	1784kg	128kg	3200kg	*****	£24,995	£24,995	27%
Ssangyong Rodius 270 S	2106kg	1790kg	140kg	2500kg	*****	£14,995	£14,995	35%
Toyota Land Cruiser 3.0 D-4D Invincible auto	2265kg	1925kg	130kg	2800kg	****	£38,145	£33,294	35%
Land Rover Discovery TDV6 HSE	2718kg	2310kg	150kg	3500kg	****	£45,725	£40,652	35%

FAQs

THE 85 PER CENT RULE Cars were matched to a van weighing 85 per cent of the kerbweight, unless the legal towing limit was below this figure. Kerbweights include 75kg for the driver, and may differ from the manufacturer's published kerbweight.

TARGET PRICE This is what you should pay for your new car. The Camping and Caravanning Club has a dedicated service called Club Autosave, which will find great deals on new and used vehicles throughout the UK. Call 0845 122 6918 or visit clubautosave.co.uk.



17.8 19.7 14.8 14.9 36.4 14.1 21.5	11.3 11.1 11.7 11.8 10.6 10.8	1560 1968 1870 1498 2204	108/4000	236/1750-2500	54.3 65.7	137	2009 VED band/ bill 30-0mph	Boot size with seats up/down (litres)	Euro NCAP occupant protection	Side airbags	Electronic Stability control	gearbox	neels	ær	paint	Satellite-navigation	Leather upholstery (PL) Part leather (AS) Alcantara standard	Parking sensors (JO) Joint option
19.7 14.8 14.9 36.4 14.1 21.5	11.3 11.1 11.7 11.8 10.6 10.8	1560 1968 1870 1498 2204	108/4000 138/4200 130/3750	177/1750 236/1750-2500	65.7	137		:	щд	Side	Electro	Auto ge	Alloy wheels	CD player	Metallic paint	Satellite	Leather (PL) Par (AS) Alc standar	Parking (JO) Joii
14.8 14.9 36.4 14.1 21.5	11.1 11.7 11.8 10.6 10.8	1968 1870 1498 2204	138/4200 130/3750	236/1750-2500	h	1445		340/671	na	Yes	Yes	£1,000	Yes	Yes	£375	DF	na	DF
14.9 36.4 14.1 21.5	11.7 11.8 10.6 10.8	1870 1498 2204	130/3750			1115	C/£30	385/1247	5	Yes	Yes	na	£500	Yes	£425	£1,000	na	£225
36.4 14.1 21.5	11.8 10.6 10.8	1498 2204	†	222/1750	57.6	129	D/£90	350/1305	5	Yes	Yes	£1,310	Yes	Yes	£395	£1,570	£1,850	£390
14.1 21.5 18.3	10.6 10.8	2204	106/6000		55.4	134	E/£110	372/1129	5	Yes	Yes	na	Yes	Yes	£395	£1,600	£900	£300
21.5	10.8		,	105/3200	37.7	176	I/£200	301/1216	na	Yes	na	£975	Yes	Yes	£352	DF	na	DF
18.3		1560	138/4000	251/2000	53.3	¦139	E/£110	485/1352	na	Yes	Yes	na	Yes	Yes	£372	Yes	Yes	Yes
-	10.8	1000	108/4000	177/1750	50.4	147	F/£125	675/3000	4	Yes	£410	na	£500	Yes	£390	£750	na	£385 (JO)
5.8		1997	113/4000	236/1750-2300	54.3	139	E/£110	542/1733	5	Yes	Yes	na	£300	Yes	£425	£1,000	£700 (PL)	£425
0.0	10.7	1968	140/4000	236/1800-2500	47.9	155	G/£155	565/1670	5	Yes	Yes	£1,275	Yes	Yes	£400	£1,275	na (AS)	Yes
17.8	10.8	1997	134/4000	236/2000	46.3	159	G/£155	360/1355	5	Yes	Yes	na	Yes	Yes	£475	£600	na	£425
13.1	10.6	2183	161/3500	266/1800-3000	50.4	149	F/£125	519/1751	4	Yes	Yes	na	Yes	Yes	£385	DF	na	DF
13.5	10.1	1956	158/4000	258/1750-2500	48.7	154	G/£155	520/1463	5	Yes	Yes	£1,440	Yes	Yes	£395	£795	na	£365
16.0	11.0	1998	145/3600	258/1800	44.1	170	H/£180	450/1610	na	Yes	Yes	na	Yes	Yes	Yes	Yes	Yes	na
15.1	13.1	2393	167/6000	168/3800	31.3	208	K/£245	398/758	4	Yes	Yes	£1,000	Yes	Yes	£390	DF	na	DF
17.2	11.6	1997	136/4000	240/2000	47.8	155	G/£155	674/2149	na	Yes	Yes	£1,100	Yes	Yes	£400	£750	£900	£250
15.2	10.4	2231	148/3600	250/1800-2400	51.4	147	F/£125	509	na	Yes	Yes	na	Yes	Yes	£370	£1,470	Yes	£390
13.2	11.0	1968	170/4200	258/1750-2500	44.1	168	H/£180	565/1670	5	Yes	Yes	na	Yes	Yes	£400	Yes	Yes	Yes
14.0	10.2	1968	168/4200	258/1750-2500	45.6	154	G/£155	490/1430	na	Yes	Yes	na	Yes	Yes	£540	£1,955	Yes (PL)	£345
18.7	10.6	1998	124/3600	228/1800-2400	54.3	136	E/£110	543/1609	na	Yes	Yes	na	Yes	Yes	£370	£980	na	£490
15.2	10.6	1968	168/4400	258/1750-2500	42.8	172	H/£180	395/1510	5	Yes	Yes	na	Yes	Yes	£395	£1,585	£1,480	£460
13.8	11.0	1995	175/3750	266/2000	37.7	197	J/£235	450/1380	5	Yes	Yes	na	Yes	Yes	£395	Yes	Yes	Yes
11.3	10.8	2720	204/4000	321/1900	35.7	209	K/£245	470	na	Yes	Yes	Yes	Yes	Yes	£758	Yes	Yes	Yes
16.0	11.2	2179	158/4000	295/2000	42.2	179	I/£200	755/1670	5	Yes	Yes	£1,381	Yes	†	£529		Yes	Yes
14.2	10.8	2179	173/3500	295/1750-2750	42.8	175	H/£180	285/2000	5	Yes	Yes	na	Yes	†	£475		£1,500	Yes
14.7	10.0	1968	168/4200	258/1750-2500	42.1	175	H/£180	540/1560	na	Yes	Yes	£1,420	Yes	Yes	£585	£1,910	Yes	Yes
17.6	11.1	1968	138/4000	236/1800-2500	44.8	167	H/£180	380/3700	na	Yes	£284	na	£681	Yes	£352	£274	na	£250
16.2	11.5	2179	154/4000	280/2000	38.7	194	J/£235	220/1691	4	Yes	Yes	na	Yes	!	£395		Yes	Yes
			173/4000			1	H/£180	:				na	Yes	·		£1,300	Yes (PL)	Yes
			148/4000		h			130/1520			,	Yes	Yes	†	£440		Yes	Yes
		r	275/4000		ř	1	,	500/923			i	Yes	Yes	,	£587		Yes	Yes
		r	286/4850	r	r		,	565/1660			,		Yes	,	·	£1,370		£295
			,,,	295/2000-2750	r	1	,	·			·	Yes	Yes	T	r	£1,850		£350
			,	229/1750-2500	ř		,	T	,	r	,	na	Yes	Ţ	r	£1,500	na	DF
			163/4000	r	ř	4		625/1085			·	Yes	Yes	T	£500		Yes	Yes
			,,,	302/2000-2800	r		,	T			,	Yes	Yes	Ţ	r	£1,500	Yes	Yes
			183/4000	,	r	1	,	250/1338		r	7	Yes	Yes	t	£500		Yes	Yes
			;;	251/1800-3250	r		,	÷			,	na	na	T	£500		na	DF
		;	171/3400 188/4000	302/1600-2800	;	4	;	620 280/2558		r	Yes			·	£440 Yes		Yes	Yes Yes

TEST CONDITIONS Every car underwent a 30-60mph acceleration and a 30-0mph brake test, with the results measured precisely using satellite-tracking equipment. Each test took place in dry weather.

EURO NCAP We've included ratings from crash-test experts at Euro NCAP to show how well each car is likely to protect occupants in a crash. For more details, log on to the website at euroncap.com