



REPRINTED FROM:
CAR MAGAZINE
AUGUST 2009

car

CARMAGAZINE.CO.UK



New Mazda MX-5

discover a magic you thought had been lost

MAZDA'S ROADSTER STARS IN CAR MAGAZINE'S TOUGH GIANT TEST



mazda

zoom-zoom

A GETAWAY CAR THAT
WON'T BREAK THE BANK.

THE NEW MAZDA MX-5

To test drive visit www.mazda.co.uk or your local dealer.

The official fuel consumption figures in mpg (l/100km) for the Mazda MX-5 range: Urban 25.9 (10.9) - 29.7 (9.5), Extra Urban 46.3 (6.1) - 51.4 (5.5), Combined 35.8 (7.9) - 40.4 (7.0). CO₂ emissions (g/km) 188 - 167.

Catch the sun

Fancy a tan while you drive? On the offchance of a sunny summer, **Ben Pulman** decides whether Audi A3, Peugeot 308CC, Mini or Mazda MX-5 does topless best

PHOTOGRAPHY: GREG PAJO

MINI COOPER S CONVERTIBLE

The fashionable choice is also the cheapest here – and smallest of the four-seaters. Can it outpoint the Mazda MX-5?

PRICE | £19,000
ENGINE | 1598cc 16v turbo four cylinder
POWER | 173bhp @ 5500rpm
TORQUE | 177lb ft @ 1600-5000rpm
TRANSMISSION | Six-speed manual, front-wheel drive

HARDCORE ENTHUSIASTS WILL hate me for saying this, but convertibles are a lot like performance cars. Buy something with a bit of poke and there aren't many chances to enjoy it to the full. And it's the same with any sort of open top: if it's not drizzling in the UK then it's probably pouring, so all that potential is continually going untapped.

But once in a while the sun comes out, you search for that button that lowers the roof, and get a chance to soak up the sun. It might be a different sensation from bolting down a deserted road, but as sensory experiences go it's equally intense: you feel more involved with your car and your surroundings. And yes, it may only be once in a while, but no nation buys more convertibles than Britain.

Not all of us can afford this month's zoomph cover stars though, so how about something closer to the 20 grand mark? To kick things

off we have Peugeot's new 308CC, the first car in this class to feature a neck-level heating system, and the only folding hardtop here. We could have had a metal-roofed Mazda too, but the Mazda MX-5 is all about lightweight thrills, so we've gone for the soft-top version of the freshly facelifted Mk3, alongside the panache of the latest Mini Cooper S Convertible.

For our fourth contestant we need something truly premium – and that means either Audi's or BMW's smallest convertible. Logic dictates the 1-series Cabriolet will give the Mazda MX-5 and Mini their sternest dynamic test, so our rear-wheel drive obsessed road test editor put his foot down... and insisted we take the A3 cabrio. He took one to the Orkneys on the longest day of last year (CAR, September 2008), so perhaps something strange happened to him at Scapa Flow.

Contenders, ready? ▶

PEUGEOT 308 CC SE THP 140

All-weather family-size coupé/convertible features folding hardtop and Merc-style neck heaters. Can it excite too?

PRICE | £22,295
ENGINE | 1598cc 16v turbo four cylinder
POWER | 143bhp @ 5800rpm
TORQUE | 180lb ft @ 1400rpm
TRANSMISSION | Four-speed automatic, front-wheel drive

AUDI A3 CABRIOLET 1.6 SPORT

You'll have to put up with all the power of an 8v 1.6-litre, but this is the quality option. At a suitably high price...

PRICE | £21,745
ENGINE | 1595cc 8v four cylinder
POWER | 101bhp @ 5600rpm
TORQUE | 106lb ft @ 3800rpm
TRANSMISSION | Five-speed manual, front-wheel drive

MAZDA MX-5 2.0i SPORT TECH

Feeling selfish? This is the enthusiasts' choice. A great drive, great value, but no space for kids or friends.

PRICE | £19,695
ENGINE | 1999cc 16v four cylinder
POWER | 158bhp @ 6700rpm
TORQUE | 139lb ft @ 5000rpm
TRANSMISSION | Six-speed manual, rear-wheel drive



£20k (ish) buys plenty of soft-top choice, from premium cabrio to pukka sports car. And a Peugeot

More important than racing from the lights is lowering the roof before they turn green



Roof up, roof down

THE TRAFFIC LIGHTS grand prix has an altogether different meaning in the context of these four cars. Rather than racing away from the line, what's more important is lowering the roof in the time it takes them to turn green. Start the stopwatch and it's the Audi that has its fabric hood tucked away in under ten seconds, with the Mini and Peugeot trailing behind at 20 and 22 seconds respectively.

Just how long it takes in the Mazda is entirely up to you – you have to unclip the hood by hand, then push it back and press it down into place. But you can do all this while sitting there with your seatbelt on, and if you're quick you'll manage it before the A3 has finished its electric theatrics.

The Mazda MX-5's tiny little hood folds flat into a cubby behind the rear seats, leaving the luggage space untouched. The A3 follows the same format, while the 308CC's enormous

rear panel opens up to swallow its metal roof whole, halving boot space in the process. It's only the Mini that just flops its top backwards, leaving the black fabric to sit proudly and unfashionably above the bodywork like a giant mullet, obscuring rearward visibility.

Get short-changed with a brief red light and the A3 and Mazda MX-5 come up trumps again. Audi claims its roof will work at speeds up to 19mph – we had it folding away without fuss on a bumpy backroad at 15mph – and the Mazda's hood will work at whatever speed you dare to unclip it. Meanwhile the Mini and Peugeot will leave you stuck at the lights – their roofs just won't work above walking pace. The Mini does have a trick two-part roof though, a section of fabric sliding back at any speed to give you a small sunroof, before a second tug of a toggle switch (at much lower speeds) tucks the whole ensemble backwards. If only the beauty of this operation wasn't rudely interrupted by the roof's electric motor, which sounds like an epileptic bumblebee stuck in the back seat.

With roofs down and windows up, all four

will protect your bouffant from a buffeting, but for complete serenity you need a wind deflector in place. In the Mazda MX-5 it's a simple case of flipping up a (very effective) piece of plastic between the rollover bars. The rest force you into manual labour. Park up, get out and pull the wind deflector out of the boot – provided you coughed up the extra cash in the Mini or Peugeot, the latter's costing a preposterous £400. And then you need to fit each one over the rear seats. The Peugeot's plastic and mesh job is the most awkward to assemble.

Driving test

NOW WE'RE READY for some roof-down motoring, and because diesel drop-tops are as inappropriate as Silvio Berlusconi at a teenager's birthday party, we've made sure all four convertibles in this Giant Test are

petrol-fired. When you lower the roof and smell the countryside, you just don't want the clatter of a John Deere colouring your olfactory response.

That means the 308CC, fresh from a kicking on launch in 2.0-litre diesel guise (*CAR*, May 2009), is present here in more appropriate 1.6-litre petrol turbo form. It's essentially the same engine you'll find in the Mini – co-developed by BMW and PSA – but our Cooper S produces 173bhp to our four-speed automatic Peugeot's 143. It's 7bhp stronger in six-speed manual guise.

Fearing that four ratios might mean another boot in the Peugeot's gormless gob, we tested a six-speeder on a separate occasion. We needn't have bothered: the manual 'box isn't particularly enjoyable to use and adds a level of interaction you'd sooner do without. The 308CC is more suited to cruising than carving up B-roads, so you'll get more pleasure letting the auto gloss between the gears in the background as you ride the wave of turbo torque.

You sit comfortably if too high, with the

long A-pillars blocking your view through corners and out of junctions. And there's no braille option because the steering's utterly devoid of any feel or feedback and the self-shifter – despite a Sport mode – hates being hustled. You can push this big French boat along surprisingly briskly, with the faintest whistle from the turbo accompanying your efforts, but it's not fun. It's a 1.6-tonne cruiser.

The Mazda MX-5 is the opposite. With only 158bhp and 139lb ft from its naturally aspirated 2.0-litre engine, this little Mazda will only just out-sprint the Peugeot – despite what the figures say – and to stay ahead you'll have to work the six-speed 'box hard. But screwing the Mazda is a joy, with a stubby little lever that flicks around the short-throw gate with ease. If only the pedals were perfectly placed for a bit of heel 'n' toe action – the accelerator is too far from the brake, and both Audi and Mini show Mazda how it should be done.

The noise it makes is also a bit ordinary, all whine and buzz rather than growl and snarl, but even that can't disguise the Mazda

MX-5's sports car purity. It involves you utterly in the driving experience, with steering that's light yet full of the feel that only a car with non-powered front wheels can provide. You glide between the corners, delicately threading your way along, and while there's not enough power to take advantage of the rear-wheel drive set-up in the dry, assistant ed Chris Chilton maintains it's the only convertible in which you pray for rain and the resultant greasy roads. **It's the star steer here, designed as an open-top car from the start, and able to flow serenely along any road.**

It's so good that stepping into the Mini after the Mazda MX-5 comes as a bit of a shock. There's a lot more grunt on offer, but the throttle response seems tardy and the rampant torque steer is plain irritating. For some the Mini will provide the bigger thrill as it tugs you this way and that, out of corners and across cambers, but the meaty steering goes light in corners and the suspension is too stiff to slink along. Suddenly one of our favourite hot hatches feels like a blunt knife.

There are plus points though, and many. ▶



Step into the Mini after the Mazda MX-5 and one of our favourite hot hatches feels like a blunt knife

It was May 21. Just in case anyone asks you when summer was, in 2009

The Cooper S has the best exhaust note of our bunch, so roof up or down you're treated to its constant rasp, and the occasional pop and gargle on the overrun. The Peugeot's vague hint of power and torque is boosted here to a wallop that lasts from 1600 to 5000rpm, so you upshift early before the power peak and make simple, swift progress. Purists won't find it quite as much fun as the Mazda, but the average Mini driver will go faster down an unknown road.

And when you stop, the Cooper S stops too. BMW's Efficient Dynamics technology, present here as Minimalism, cuts the engine at a standstill, restarts it when you dip the clutch, tells you when to change up and disconnects the alternator when it's not needed. So the fastest and most powerful car here is also the cleanest and most economical.

None of our cars achieved their claimed combined mpg though, turning in figures in the low 20s according to the onboard computers. Of course all four will drink responsibly if you're careful, but the Audi is so slow you have to rag it everywhere. More powerful turbocharged petrol (and diesel) engines are available, but our notional 20-ish grand only got near the entry-level 1.6. With no turbo and just eight valves it makes a measly 101bhp and 106lb ft. It's slow.

Yet it's also incredibly quiet and refined – roof up or down. So quiet and refined, in fact, that all too often you'll hit the rev limiter without realising you were near the red line. Plus the A3's as hushed as the Mini when it's stationary, and doesn't let any nasty vibrations back into the cabin. That might just be down

to the lifeless steering though.

But would you also believe that this Audi, on sports suspension, is one of the best riding cars here? Over longwave disturbances the Audi controls its body better than the bouncy Mini or busy Peugeot. It's lumpy over low-speed stuff, and can't match the slickly damped Mazda MX-5 elsewhere, but it's good enough to make you forget about the clutch's high biting point, which makes urban driving awkward. The Audi is also always rattle-free – the Mini's rear-view mirror vibrates fast enough to give you beer bottle-bottom vision out the back, and the Peugeot suffers from a few squeaks.

Paying the price

IF YOU'RE HAPPY to have a soft-top Mazda MX-5 then you'll find this evergreen sports car is a bit of a bargain. Our top-spec Sport

EURO NCAP CRASH TEST RATINGS*

MAZDA MX-5 N/A
It hasn't been tested, and Mazda isn't predicting a result

AUDI A3 CABRIOLET N/A
Neither's Audi. And that's a surprise

PEUGEOT 308CC 5 stars
That's under the old scheme. Still good, though

MINI COOPER S CONV N/A
Nobody's crashed one yet. On purpose, anyway

*New rules for 2009 require standard ESP on 85% of cars sold and fulfilment of more stringent rear-end collision regulations to score a five-star result

Tech model is only £19,695 but comes with sports suspension and a strut brace, a limited-slip diff, 17-inch alloys, a six-CD Bose stereo, cruise control and heated leather seats. And unless you want a dealer-fitted sat-nav, your only significant options are a £500 six-speed auto (which deletes the LSD), a pricey folding metal roof (£1500) and metallic paint.

If you're happy to leave the options list alone the Mini is great value at £19k, and the TLC pack makes sure it's cheap in the future too, covering your first 5yrs/50k miles of servicing for £185, with the option to extend it to 8yrs/80k for another £370.

That's the good news – delve into the options lists and things get a lot more expensive. Our test car came with the £1925 Chili Pack that adds automatic air-con, 17-inch alloys, bi-xenon headlights, sports seats, sports suspension and a few other interior and exterior fripperies, while buttons for the steering wheel will set you back £175 and a wind deflector another £180.

Still, our Mini was all-in at £22,280, a point at which Audi's A3 Cabriolet range is barely into its stride. You can have the entry-level 1.6 for £19,935, but you really need to spend another £1810 for the Sport spec, which adds tasty goodies like 17-inch alloys, dual-zone climate control, a wind deflector and a fully automatic soft top, but also other extras such as sports seats and suspension that are completely at odds with the meagre 101bhp eight-valve engine.

The 1.6-litre turbo in Peugeot's 308CC is available from £21,295, but if you want it mated to an auto that's an extra £1000. ▶

REALITY CHECK

	MPG (CLAIMED)	TAX	RETAINED VALUES (3 YEARS, 30k)
Mazda MX-5	37.2	£175 VED £973/£1947 (company car)	42%
Audi A3	40.4	£175 VED £947/£1893 (company car)	55%
Peugeot 308CC	34.8	£215 VED £1189/£2379 (company car)	41%
Mini Cooper S	44.1	£150 VED £714/£1428 (company car)	56%

KEY EQUIPMENT

	MAZDA	AUDI	PEUGEOT	MINI
AIR-CON	-	-	-	■
ALLOY WHEELS	■	■	■	■
AUTO	□	-	□	□
BLUETOOTH	■	□	□	□
CLIMATE CONTROL	■	□	■	□
CRUISE CONTROL	■	□	■	□
ELECTRIC MIRRORS	■	■	■	■
ESP	■	■	■	■
HEATED SEATS	■	□	□	□
IPOD CONNECTIVITY	■	□	□	□
LEATHER	■	□	□	□
NECK-LEVEL HEATING	-	-	□	-
ONE-TOUCH ALL WINDOWS	-	-	■	-
PARKING SENSORS	□	□	■	-
PASSENGER/SIDE AIRBAGS	■	■	■	■
SAT-NAV	□	□	□	□
WIND DEFLECTOR	■	□	□	□
XENON LIGHTS	-	□	-	□

STANDARD | ■ OPTIONAL | □ NOT AVAILABLE | -



Proper back seats in the Audi (above left) and fabric hood steals minimal space. Don't expect acres of lounging space in the back of the Mini (above). 308CC (left) is the biggest car here, and the most spacious in the back. And the Mazda MX-5? It's a two-seater, so not pictured

Audi A3 Cabriolet 1.6 Sport



GREY MATTER
Fit, finish and quality of materials are the best here, but Audi's designers evidently know no other colour than grey

HIGHER PERCHES
Cloth-covered sports seats are at odds with A3 cabrio's nature, but are nonetheless very comfortable and supportive

OPTIONAL IRRITATION
Centre armrest will set you back £100, and you'll have to lift it out the way every time you want to engage the handbrake

Mini Cooper S Convertible



FINGER TRAP
Toggle switch for the fabric hood is located on the header rail, so careful the roof doesn't crush your hand as it snaps shut

SUN TIME
Openometer will calculate how long you spend with the roof down – for what reason we don't know, and at £115 it's more outrageous than an MP's expense claim

LOCKS AWAY
Lockable glovebox means you can leave the roof down and not worry about your valuables

Mazda Mazda MX-5 2.0i Sport Tech



WHEELY GOOD
Thin-rimmed multi-function leather wheel is a joy to hold, but might seem too big for some

CONTROL FREAK
Every dashboard switch is within easy reach of the gearstick so the driver can remain focused on driving

WINDOW OF OPPORTUNITY
Mazda MX-5 does without a one-touch button for all the windows, but then there are only two of them

Peugeot 308 CC SE THP 140



HEAD-DOWN DISPLAY
Swept-back dash means tilt button for optional sat-nav system is set too far away

LEFT-HAND LETHARGY
Auto-box gate, windscreen wipers and bonnet release are all lifted straight from a left-hand drive car. Not good enough

VENT YOUR SPLEEN
Ventilation controls are intuitive and easy to use, but set too low

And you can only have this engine/gearbox combo in SE trim, so leather, electric seats, the neck-level heater (which, somewhat pointlessly, I could only feel working with the roof up) and a wind deflector are all extras. But 17-inch alloys, auto lights and wipers, climate, cruise and rear parking sensors are all standard, as are the world's first head airbags, which deploy laterally from the front seat head restraints.

Inside story

IT TOOK TWO days of careful consideration, observation and discussion, but eventually the CAR road test team came to a conclusion: the leather of the Peugeot's dash is a different colour to that on the door trims. It's a small point, but when matched up against the Audi and Mini every minor fault can have a major impact. For the most part it's pretty good, with an airy cabin roof up or down, easy access

to the rear thanks to sliding electric seats (a £350 option) and the greatest amount of space for four people, though it's still only really comfortable for kids in the back, especially with the roof up.

Detailing lets the 308CC down. The chrome trim looks *too* shiny, the seat- and neck-heater controls feel coarse, and the plastic steering column shroud looks downright dreadful. You might want to congratulate Peugeot on a fine attempt at a premium interior, but deep-down it's still only an attempt. The

multi-coloured cow-skin suit can't hide costed-down origins.

Predictably, the A3 shows how it should be done. Every interior surface is beautifully textured, every button is brilliantly damped and nothing creaks or rattles. With the roof up it's the quietest car here; with it down you get the least buffeting. And – unlike with the Peugeot – you don't have to pull out a boot tray before you tuck the roof away so the A3 always keeps its big boot. The only downsides are the fixed headrests (they limit rear

visibility) and the lovely leather steering wheel, which someone forget to connect to the front wheels at the factory.

Matched up against the Mini it all seems a little dull and drab though. Proper metal interior trim (a worthwhile £95 extra) and red leather highlights really lift the cabin of Cooper S, and despite the central speedo being oversized and unreadable when driving, every other control, dial or digital display doesn't force function to follow form. This really is a two-seat car though, with next-to-no rear

legroom, no shoulder space and so little light in the back that bats could nest there. And they'd actually enjoy hanging from the various bits of ugly rubber, metal and fabric that make up the inside of the Mini's roof.

Which leaves us with the frankly functional Mazda MX-5. Tailslides apart, it's the least welcoming place to sit when it's raining, and although there's leather on the wheel, handbrake, gearstick and heated seats, it's not on par with what you'll find in the Mini or Peugeot. ▶

GIANT TEST | £20k CABRIOS

Yet every control is intuitive, no more than a hand's span from the gearstick and, despite the meagre space, Mazda has made a decent at providing some storage with cubbyholes between and behind the seats, and a boot that's bigger than the Mini's.

The final reckoning

THE 308CC COMES last, but it's far from a wooden spoon award: the big Peugeot is quiet, refined, spacious in this company and just about brisk enough, plus every passerby will get a smile out of its ludicrously large rear diffuser. But it doesn't feel as special as the Audi and can't involve you like the Mini or Mazda. With this engine/gearbox combination it's a three-star car – that's one point up on its overallGBU score (see page 147 of August 2009 issue).

The A3 might have won this test were we not bothered about performance, but we are – and the 1.6 Sport has none. It fails to excite, but it's got everything else going for it, including a peerless image, perfect build quality and the best roof here. So save up for a bigger engine. Mind you, the Mini nearly



matches the A3 for build, and every time you dusted an A3 at the lights you'd know you made the right choice. The little Brit is fun, full of character, faster than anything else here and can (just about) seat four people. It's the best all-rounder on test. It doesn't win though, because while the Mini is good the Mazda MX-5 is great.

After 20 years of evolution the Mazda MX-5 is almost 911-like, with the same intimacy and immediacy of response.

And, like a 911, not everyone will like it, and not everyone will think they want one, but to drive an Mazda MX-5 is to discover a magic that you thought had been lost.

I took the Mazda MX-5 out on a recce ahead of our photoshoot – and it turned into a three-hour blast. If the sun's out it's the car you'll have the most fun in, and when it gets wet you might learn something too. And it proves proper drivers' cars can be convertibles. **CA**

MAZDA MAZDA MX-5 2.0i SPORT TECH

Drivetrain
ENGINE | 1999cc 16v four cylinder
POWER | 158bhp @ 6700rpm
TORQUE | 136lb ft @ 5000rpm
POWER TO WEIGHT | 81bhp per tonne
TRANSMISSION | Six-speed manual

Performance
0-62MPH | 7.6sec
TOP SPEED | 131mph
MPG | 37.2 (combined)
CO2 | 181g/km

Details
FRONT SUSPENSION | Double wishbone
REAR SUSPENSION | Multi-link
LENGTH/WIDTH/HEIGHT | 4020/1720/1245mm
BOOT SPACE | 150 litres
FUEL TANK | 50 litres **WEIGHT** | 1173kg
NCAP SAFETY RATING | TBC

Costs
AUTOMATIC | £500
BLUETOOTH | Standard
CLIMATE CONTROL | Standard
CRUISE CONTROL | Standard
IPOD SOCKET | Standard
LEATHER | Standard
INSURANCE GROUP | 13
ROAD TAX | £175
COMPANY CAR TAX | £973/£1947
RESIDUALS | 42% (3 yrs, 30k)
PRICE | £19,695

VERDICT ★★★★★
 Brilliant – one to drive before you die

AUDI A3 CABRIOLET 1.6 SPORT

Drivetrain
ENGINE | 1595cc 8v four cylinder
POWER | 101bhp @ 5600rpm
TORQUE | 106lb ft @ 3800rpm
POWER TO WEIGHT | 75bhp per tonne
TRANSMISSION | Five-speed manual

Performance
0-62MPH | 12.5sec
TOP SPEED | 114mph
MPG | 40.4 (combined)
CO2 | 167g/km

Details
FRONT SUSPENSION | MacPherson strut
REAR SUSPENSION | Multi-link
LENGTH/WIDTH/HEIGHT | 4238/1765/1421mm
BOOT SPACE | 350 litres
FUEL TANK | 55 litres **WEIGHT** | 1330kg
NCAP SAFETY RATING | TBC

Costs
AUTOMATIC | N/a
BLUETOOTH | £375
CLIMATE CONTROL | Standard
CRUISE CONTROL | £210
IPOD SOCKET | £245
LEATHER | £1000
INSURANCE GROUP | 9
ROAD TAX | £175
COMPANY CAR TAX | £947/£1893
RESIDUALS | 55% (3 yrs, 30k)
PRICE | £21,745

VERDICT ★★★★★
 Safe, secure, brilliantly built but lacking in any excitement

PEUGEOT 308 CC SE THP 140

Drivetrain
ENGINE | 1598cc 16v turbo four cylinder
POWER | 143bhp @ 5800rpm
TORQUE | 180lb ft @ 1400rpm
POWER TO WEIGHT | 89bhp per tonne
TRANSMISSION | Four-speed automatic

Performance
0-62MPH | 12.4sec
TOP SPEED | 127mph
MPG | 34.8 (combined)
CO2 | 192g/km

Details
FRONT SUSPENSION | MacPherson strut
REAR SUSPENSION | Torsion beam
LENGTH/WIDTH/HEIGHT | 4400/1817/1426mm
BOOT SPACE | 226/403 litres
FUEL TANK | 60 litres **WEIGHT** | 1598kg
NCAP SAFETY RATING | 5 stars

Costs
AUTOMATIC | Standard
BLUETOOTH | £175
CLIMATE CONTROL | Standard
CRUISE CONTROL | Standard
IPOD SOCKET | £175 (inc Bluetooth)
LEATHER | £1500 (inc neck heater/heated seats)
INSURANCE GROUP | 12
ROAD TAX | £215
COMPANY CAR TAX | £1189/£2379
RESIDUALS | 41% (3 yrs, 30k)
PRICE | £22,295

VERDICT ★★★★★
 A good cruiser, Peugeot's best CC yet – but not good enough in this company

MINI COOPER S CONVERTIBLE

Drivetrain
ENGINE | 1598cc 16v turbo four cylinder
POWER | 173bhp @ 5500rpm
TORQUE | 177lb ft @ 1600-5000rpm
POWER TO WEIGHT | 133bhp per tonne
TRANSMISSION | Six-speed manual

Performance
0-62MPH | 7.4sec
TOP SPEED | 138mph
MPG | 44.1 (combined)
CO2 | 153g/km

Details
FRONT SUSPENSION | MacPherson strut
REAR SUSPENSION | Multi-link
LENGTH/WIDTH/HEIGHT | 3714/1683/1414mm
BOOT SPACE | 125 litres
FUEL TANK | 50 litres **WEIGHT** | 1305kg
NCAP SAFETY RATING | TBC

Costs
AUTOMATIC | £1145
BLUETOOTH | £75-£670
CLIMATE CONTROL | £225
CRUISE CONTROL | £170
IPOD SOCKET | Standard
LEATHER | From £975
INSURANCE GROUP | 16
ROAD TAX | £150
COMPANY CAR TAX | £714/£1428
RESIDUALS | 56% (3 yrs, 30k)
PRICE | £19,000

VERDICT ★★★★★
 The best all-rounder of our bunch, but too raw and too small

While the Mini is good, the Mazda MX-5 is great. After 20 years of evolution the Mazda MX-5 is almost 911-like, with the same immediacy of response

