

WHAT CAR?

Britain's biggest and best car buyer's guide

August 2016

EVERY CAR RATED ★ EVEN MORE DATA

NEW VW TIGUAN BEATS RIVALS

Why it's the best SUV you can buy for £400 a month

FIRST UK TEST



Target Price
How to save almost £2000 on the Tiguan

£4.99



August 2016 Mercedes-Benz SLC vs Audi TT Roadster



VOLVO V90 DRIVEN

As comfortable as it is practical



New Audi A5 coupé
Faster and more frugal

PCP vs HP Which car finance option should you choose? **p46**

Triple test

Who's the family favourite?

The all-new Volkswagen Tiguan and the Mazda CX-5 challenge BMW's X1 for the mid-sized SUV crown



BMW X1 vs Mazda CX-5 vs Volkswagen Tiguan



THE CONTENDERS



BMW X1

sDrive18d SE

List price £27,090

Target Price £26,103

The benchmark if your budget extends beyond £25k. Practical, good to drive and classy inside.



Mazda CX-5

2.2d 150 SE-L Lux Nav

List price £26,595

Target Price £24,737

The biggest of our trio and the most generously equipped. Undercuts its rivals on price, too.

NEW



Volkswagen Tiguan

2.0 TDI 150 SE Nav

List price £28,035

Target Price £26,294

All-new Tiguan is bigger and more upmarket than its predecessor. It's also more expensive, though.

MOVING UP A league doesn't always bring success. The rewards may be greater, but the competition will be tougher. So it is for the Tiguan. The one-time Nissan Qashqai and Kia Sportage rival has been reinvented as a bigger, posher and more expensive SUV, so now it's up against formidable competition from the premium badge wearers.

Most formidable of all is the BMW X1, our favourite small SUV thanks to its fine driving manners and classy interior. You can spend well over £35,000 on either car, but if you can do without four-wheel drive and an automatic gearbox, you can have a diesel engine and plenty of kit for a more palatable £26k after haggling.

Or you could spend less on the bigger, even better-equipped Mazda CX-5. It's been around a few years, but updates have kept it looking fresh, and its Skyactiv engine is still one of the finest around. Can it beat its newer, more upmarket rivals? >>

Photography: John Bradshaw

Triple test

What are they like to drive?

All three SUVs have six-speed manual gearboxes and reasonably gutsy 148bhp diesel engines, so it's no surprise they're similar for outright pace. The X1 is fastest when you put your foot down and rev its engine hard, and the CX-5 is slowest, but the differences are small.

However, while the X1 and CX-5 pull willingly from low revs in higher gears, the Tiguan's engine struggles a bit. This isn't a major problem, but it does mean you need to change down to a lower gear to stir up a good burst of acceleration – the sort you might need when overtaking on a single carriageway.

There are bigger differences in the way these SUVs handle. The X1 sits lowest to the ground, and that's obvious when you arrive at a corner. There's lots of grip and relatively little body lean, while the steering is quick and precise, even though it does have an annoying habit of tugging one way then another as the tyres try to follow cambers on the road. The CX-5 and Tiguan corner more like traditional 4x4s, with noticeably more body sway. The Tiguan's steering is much better than the CX-5's, though; it weights up more predictably when you turn the wheel, yet stays lighter when manoeuvring at low speeds.

The Tiguan is fractionally the most agreeable on bumpy roads, smoothing over most lumps a bit better than its rivals. In the X1, you're more aware of smaller bumps as they pass beneath you, although it does stay the most composed over nasty potholes. Mazda has certainly improved the CX-5's ride over the years, but it's the least settled of this trio, particularly over the patched-up back streets that are all too common in British towns and cities.

None of these SUVs is particularly hushed. Road noise is the X1's biggest bugbear; it's present at all speeds. There's barely any road noise in the Tiguan, but there is plenty of wind flutter around the windscreen pillars and door mirrors, particularly at motorway speeds. The CX-5 suffers some road and wind noise and has the noisiest engine, although the Tiguan's is also a bit gruff when you accelerate hard. In contrast, the X1's engine is smooth and quiet.

The X1's heavy clutch and gearchange can be a pain in stop-start traffic, but they always feel slick and positive on the move; the CX-5's gearshift requires less effort but is nowhere near as precise. Meanwhile, the Tiguan combines the best of both worlds, with a light yet satisfying shift and well-weighted clutch pedal.

BMW X1



X1 is the most agile through corners. Pity there's so much road noise



X1 has the shallowest boot, but there's plenty of underfloor storage. Rear seats slide back and forth and recline



MAZDA CX-5



CX-5 isn't as good to drive as its newer rivals, but is far from terrible

BEST BOOT



The CX-5 has the biggest boot with the widest opening. Handles on wall of boot allow you to drop rear seats easily



VOLKSWAGEN TIGUAN

BEST RIDE



The Tiguan is stable rather than sporty, but it deals best with bumps



Tiguan's boot is almost as long and wide as the Mazda's, and you get sliding and reclining rear seats as standard



BMW X1 vs Mazda CX-5 vs Volkswagen Tiguan



The X1 has the smartest interior with upmarket materials used throughout

The driver sits closer to the ground in the X1 than they do in both the CX-5 and Tiguan

INFOTAINMENT

BMW X1

All X1s come with BMW's brilliant iDrive system, which is controlled using a big rotary dial positioned between the front seats. The 6.5in screen (pictured) comes as standard, as does sat-nav, a DAB radio and a USB socket. However, the optional Plus system (£1490) is worth considering; it brings a larger 8.8in screen and other handy features, including a head-up display.



What are they like inside?

A suitably elevated driving position is provided by all three contenders. However, you do feel slightly nearer terra firma in the X1, and that might not appeal if you're downsizing from a larger SUV. The X1 is also the only one here without adjustable lumbar support, although its seats are more supportive around the shoulders than the Tiguan's and, to an even greater extent, the CX-5's.

All three cars have simple dash layouts with clearly marked buttons. However, everything you touch in the CX-5 feels a bit low-rent. The main face of the dashboard is soft to the touch, but there are lots of harder plastics elsewhere. The Tiguan and X1 feel classier, and the X1 just edges its German rival for quality, with the plushiest materials.

Given the CX-5 is the largest of the three, you'd expect it to play its trump card on practicality, but it has the least front head room. Its standard sunroof is largely to blame for this, although only those more than six feet tall will feel cramped.

The X1 and Tiguan both have sliding rear seats, and with them slid right back all three cars have similar leg and head room. However, the X1 is the least accommodating for three rear seat passengers due to its relatively narrow seat area. Folding tray tables on the front seatbacks are standard on the Tiguan and a £145 option on the X1; they aren't offered on the CX-5.

Take the manufacturer boot capacity figures with a pinch of salt. The CX-5 swallows the most luggage and its boot has the widest opening, although the Tiguan's load bay isn't much smaller with the rear seats slid forward. The X1's main luggage area is shallow but has a useful amount of underfloor storage as long as you do without a spare wheel.

All three cars have 40/20/40 split-folding rear seats that fold using handy levers in their boots; the Tiguan's front passenger seat even clamshells down to allow longer loads. This feature costs £145 on the X1 but isn't offered on the Mazda. >>



Mazda's dashboard is easy to use, but the interior feels a bit low-rent in this company

An eight-way electrically adjustable driver's seat is standard on SE-L Lux Nav trim

Mazda CX-5

The 7.0in screen is sited usefully high on the dashboard, so you don't need to divert your eyes far from the road to read it. You control it in much the same way as the BMW's (by using a rotary dial between the front seats), although Mazda's system isn't as intuitive and the screen isn't particularly bright, so it can be hard to read in sunshine. You get sat-nav, Bluetooth and a DAB radio as standard and sound quality is decent.



Volkswagen Tiguan

As you've probably guessed, SE Nav trim gets you sat-nav. You also get a responsive 8.0in colour touchscreen, along with a DAB radio and Bluetooth. Voice control will set you back an extra £185, while a more sophisticated Discover Nav Pro system is available for £1365. Our only real criticism is that, as with all touchscreens, hitting the icon you want requires some attention; not ideal when you're trying to drive.



Interior quality is good rather than outstanding. Layout is tough to fault, though

Driving position excellent, although shorter drivers may find seatbases too long

'All three cars have split-folding rear seats with handy levers in their boots'

BMW X1 vs Mazda CX-5 vs Volkswagen Tiguan

What will they cost?

The CX-5 will appeal if you're buying on PCP finance. Put down a £5000 deposit and you'll pay £330 a month for the next three years, whereas the X1 and Tiguan will cost £364 and £393 respectively. All these deals limit you to 45,000 miles during that time and you'll need to stump up a hefty 'balloon' payment at the end if you want to keep the car.

If you're paying cash upfront, there's barely anything to split our trio for three-year ownership costs. The CX-5 is cheapest to buy, but will be worth the least when you sell on, while the Tiguan will cost you the most to start with but will lose the least of all in depreciation. Meanwhile, the X1 is cheapest to tax and service, but pricier to insure.

We weren't able to put the Tiguan through our real-world True MPG fuel tests, but based on official figures it's the thirstiest here. The X1 and CX-5 both just managed to top 47.0mpg in our True MPG tests.

Official figures are all that counts when it comes to CO₂ emissions, so the X1 is the cheapest company car. A 40% rate taxpayer will pay nearly £500 more in benefit-in-kind (BIK) tax to drive the CX-5 for three years, and a further £1120 for the Tiguan.

All three SUVs come with climate control, automatic lights and wipers, rear parking sensors and sat-nav, but the CX-5 adds heated leather seats and an electric sunroof. Only BMW charges extra for cruise control, front parking sensors and automatic emergency braking, but the X1 is the only one with a powered tailgate – a boon when you're staggering towards the car with armfuls of shopping. >>

'If you're paying cash upfront, three-year costs are similar for our trio'

EQUIPMENT

	Alloys	Colour screen size	DAB/USB/Bluetooth	Air-con/climate control	Electric sunroof	Leather upholstery	Sat-nav	Cruise control	Keyless start	Front/rear parking sensors	Powered tailgate	Heated seats	
BMW X1	✓	17in	6.5in	✓/✓/✓	✓/✓	£945	£1150	✓	£240	✓	£590*/✓	✓	£295
Mazda CX-5	✓	17in	7.0in	✓/✓/✓	✓/✓	✓	✓	✓	✓	✓/✓	✗	✓	£275
VW Tiguan	✓	18in	8.0in	✓/✓/✓	✓/✓	£1095	£1750	✓	£655+	✓/✓	£350	✓	£275

* Part of driver comfort package, which also brings a self-parking system and cruise control + Also brings keyless entry and an electric tailgate

Triple test

WHAT WILL IT COST YOU?



BMW X1

Low CO₂ emissions make X1 the cheapest company car



Mazda CX-5

Offers the cheapest monthly PCP finance repayments



Volkswagen Tiguan

The most expensive to buy but should hold its value well

CHEAPEST COMPANY CAR

Prices

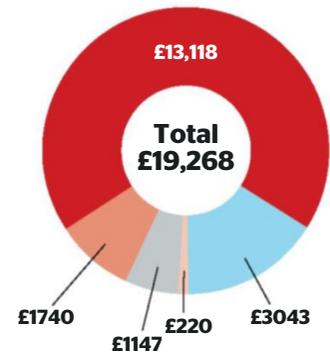
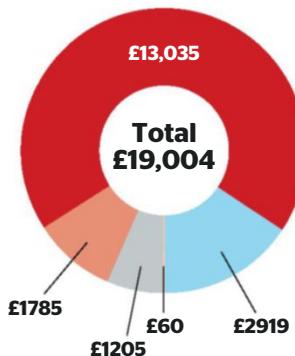
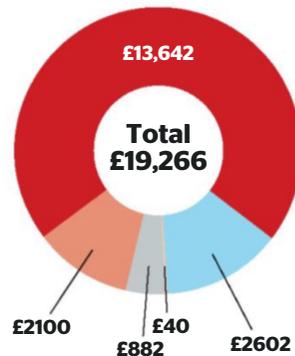
	BMW X1	Mazda CX-5	Volkswagen Tiguan
List price	£27,090	£26,595	£28,035
Target Price	£26,103	£24,737	£26,294
Company car tax until April 2017/18/19/20	£189/£207/£225/£252 per month	£203/£221/£239/£265 per month	£233/£252/£270/£298 per month
Contract hire (per month)	£341	£308	£280

Resale value (by year)

Year	BMW X1	Mazda CX-5	Volkswagen Tiguan
1	£18,421 68%	£16,223 61%	£18,783 67%
2	£14,629 54%	£13,298 50%	£15,419 55%
3	£12,461 46%	£11,702 44%	£13,176 47%
4	£10,294 38%	£9840 37%	£10,653 38%

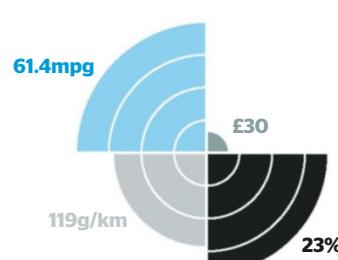
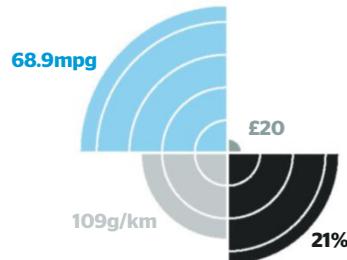
Three-year cost

■ Depreciation ■ Insurance ■ Servicing ■ Road tax ■ Fuel cost



Emissions and economy

■ Average (Gov't) MPG ■ VED from second year ■ CO₂ ■ 2016-'17 tax liability



Triple test

STATS, SPECS AND RATINGS

BMW X1

sDrive18d SE

List price £27,090 Target Price £26,103

Mazda CX-5

2.2d 150 SE-L Lux Nav

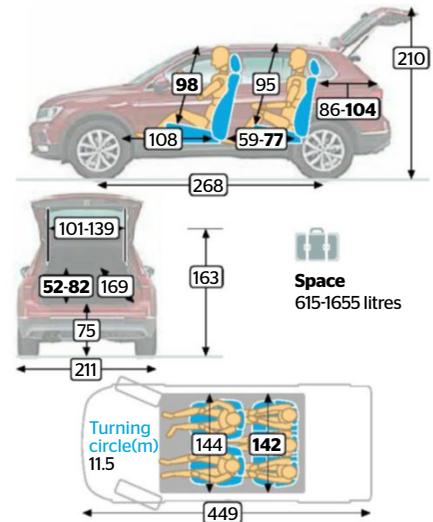
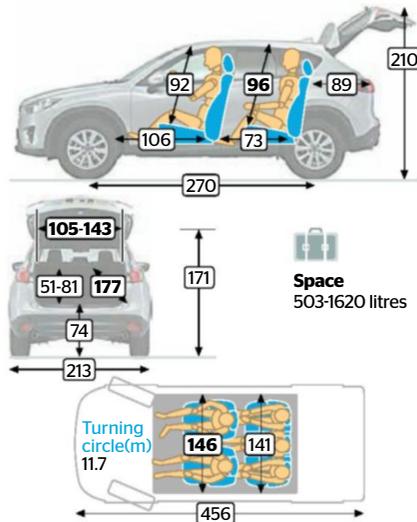
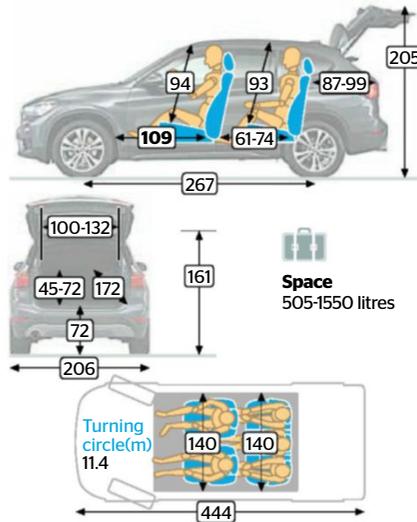
List price £26,595 Target Price £24,737

Volkswagen Tiguan

2.0 TDI 150 SE Nav

List price £28,035 Target Price £26,294

Measurements Internal figures in **bold** are best in test. Dimensions in cm



Economy

True MPG 47.1mpg
Average (Gov't) 68.9mpg
Tank 51 litres
Emissions 109g/km, Euro 6

True MPG 47.2mpg
Average (Gov't) 61.4mpg
Tank 58 litres
Emissions 119g/km, Euro 6

True MPG tbc
Average (Gov't) 58.9mpg
Tank 58 litres
Emissions 125g/km, Euro 6

Safety

Euro NCAP crash rating **★★★★★**
 94% 85% 52% 86%

Euro NCAP crash rating **★★★★★**
 94% 87% 64% 86%

Euro NCAP crash rating **Not tested**

Engine and performance

Size 1995cc, 4cyl diesel
Peak power 148bhp@4000rpm
Peak torque 243lb ft@1750rpm



Size 2191cc, 4cyl diesel
Peak power 148bhp@4500rpm
Peak torque 280lb ft@1800-2600rpm

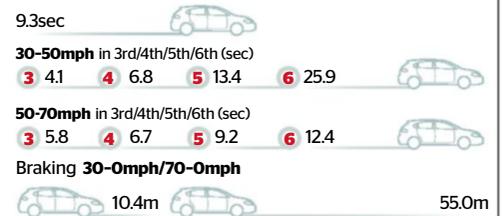
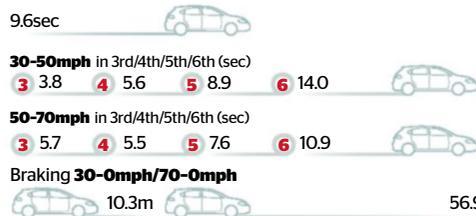
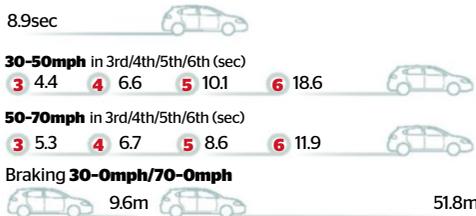


Size 1968cc, 4cyl diesel
Peak power 148bhp@3500-4000rpm
Peak torque 251lb ft@1750-3000rpm



Performance figures

Acceleration **30-70mph** through the gears **Weather conditions Dry**



Buying

Website www.bmw.co.uk
 Car pictured BMW X1 sDrive18d Sport with optional mineral grey paint (£550)

Website www.mazda.co.uk
 Car pictured Mazda CX-5 2.2d 150 SE-L Lux Nav with optional Mica/Metallic/Pearlescent paint (£550); and Stone Leather Trim (£200)

Website www.volkswagen.co.uk
 Car pictured Volkswagen Tiguan 2.0 TDI SE Nav with optional Tungsten Silver metallic paint (£560); Winter Pack (£490); 18in Kingston alloy wheels (£150); and heated multi-function steering wheel (£110)

OVERALL VERDICT

Category	BMW X1	Mazda CX-5	Volkswagen Tiguan
Performance	★★★★○	★★★★○	★★★★○
Ride & handling	★★★★○	★★★★○	★★★★○
Refinement	★★★○○	★★★○○	★★★○○
Behind the wheel	★★★★○	★★★★○	★★★★★
Quality & reliability	★★★★○	★★★○○	★★★★○
Space & practicality	★★★★○	★★★★○	★★★★★
Infotainment systems	★★★★★	★★★○○	★★★★○
Buying & owning	★★★★○	★★★★○	★★★★○
Equipment	★★★○○	★★★★★	★★★★○
Safety & security	★★★★○	★★★★○	★★★★○

BMW X1 vs Mazda CX-5 vs Volkswagen Tiguan

OUR VERDICT

1

Volkswagen Tiguan
2.0 TDI 150 SE Nav



For Spacious interior; clever rear seats; big boot; good to drive; lots of standard equipment

Against Fairly pricey; gruff engine; unremarkable CO₂ emissions

Verdict Good to drive, well-equipped and seriously practical



2

BMW X1
sDrive18d SE



For Tidy handling; classy interior; brilliant infotainment

Against Road noise; you'll want to add a few options

Verdict The best version of a fine small SUV

3

Mazda CX-5
2.2d 150 SE-L Lux Nav



For Cheapest monthly PCP repayments; strong engine

Against So-so interior; unsettled ride; gearchange

Verdict Still great value, but starting to feel its age

See how other SUVs compare in our buyer's guide on p88/89

VOLKSWAGEN DIDN'T HAVE much trouble convincing buyers into the old Tiguan. So, this all-new and vastly superior model should positively fly out of showrooms – even taking into account its more optimistic asking price.

It deserves to. Volkswagen has clearly focused on the areas that matter most to buyers in this class, namely space, practicality and excellent safety provisions, without forgetting about interior quality and comfort. Put simply, the Tiguan is a thoroughly recommendable

'The all-new VW Tiguan should fly out of showrooms in spite of its higher price'

small SUV that's only really let down by its high price and unremarkable CO₂ emissions.

The X1 loses its crown as our favourite SUV in this price bracket, then – but only just. It still sets the handling benchmark, and its classy interior and wonderfully intuitive infotainment system should make it a pleasure to live with on a daily basis. It's even surprisingly good value, especially if you're a company car driver, although you will almost certainly want to add a few options, the most obvious

two being cruise control and automatic emergency braking.

That leaves the CX-5 in last place. The fact it's cheaper than both of these German rivals, no matter whether you're buying outright or taking out a finance agreement, is undoubtedly compelling, especially considering how much standard equipment Mazda throws in for free. However, the CX-5's interior feels a bit low-rent in this company, both rivals ride better and there are no clever rear seating tricks in the CX-5.

Tesco is the official fuel partner for What Car? tests

TESCO Petrol Filling Station