

# WHAT CAR?

## CAR OF THE YEAR 2020

Plug-in hybrid Winner

**BEST BUY** £35,000-£50,000

### BMW 3 Series 330e M Sport

LOOK FAMILIAR? YES, that's right: our newly crowned Executive Car of the Year, the BMW 330e, is in contention for this category too.

Part of the reason for its inclusion here is that it's a hybrid you can have some fun in. The Volvo S60 T8 is certainly faster, but neither that nor the diesel-engined Mercedes-Benz C300de can match the 330e's agility and sense of connection to the road. It's also worth pointing out that both are significantly more expensive to buy, while the 330e dips below the £40,000 mark, so you avoid the road tax surcharge for 'premium' cars.

According to official figures, you should be able to manage up to 36 miles on each charge, plus it sits in the 10% tax bracket for company car drivers. The switch from electric to petrol power and back again is barely noticeable, and it's even fairly frugal when the battery is flat.

It's worth pointing out that the 330e's boot is rather small because of the big battery, but we have no complaints regarding anything else inside. Every material feels suitably expensive, the infotainment system is a cinch to use and there's a decent amount of space in the back. The 330e really is a great car.

#### KEY FACTS

**List price** £39,980 (£40,700 from 1 April 2020)

**Target PCP** £409

#### Performance

**0-62mph** 5.9sec

**Top speed** 142mph

#### Running costs

**Official economy** 176.6-201.8mpg

combined (WLTP)

**CO<sub>2</sub>** 37-32g/km (WLTP)

**Company car tax band** 10%

**Insurance group** 33

#### Safety

**Euro NCAP rating**



97% 87% 87% 76%

(2019)

### Winner Plug-in hybrid BMW 3 Series 330e M Sport

Yes, this is a second class won overall by the terrific 330e. Not only is it really rapid, but it can also be hugely frugal and even handles rather well, in spite of the basket of battery cells in its boot.

The XC90 T8 may be far more practical, but there's no hiding from the huge price jump it requires. Besides, the 330e can go farther on a full charge and is far more frugal when running on petrol alone.

But what of the new Superb iV? Well, it's certainly comfier and even cheaper to buy, but it just isn't as good to drive and its interior isn't as swanky.

Given that the 330e makes traditional petrol and diesel versions of the 3 Series obsolete for most company car drivers, it simply has to win overall.

