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## Ford capri 2025

Buying Selling Buying Selling Messages Notifications Log in Menu Page 2 Here's carwow's take on Ford's seven-seat line-up. Ford Grand Tourneo Connect Don't cross the Grand Tourneo Connect off your shortlist just because it's based on a van. The commercial vehicle origins don't stop the Ford from being surprisingly good to drive, and the boxy shape means there's no sacrificing space for style. The Grand is the longer of two Tourneo Connect models and comes as standard with seven seats and decent boot space. Ford Tourneo Connect Like its big brother, the regular-sized Tourneo Connect is available with seven seats. In this case the extra row of seats is an optional extra rather than standard. The Tourneo Connect is quite slow, especially the petrol model, but it's very practical and rides comfortably. Being smaller than the Grand, the Tourneo Connect is easier to park. Ford Galaxy Search for a new Ford Galaxy on Ford's website, and you'll search in vain. Like many MPVs, the Galaxy has gone too soon, a victim of changing fashions and the drive to electrification. It's worth searching carwow for a used Galaxy, though. These are brilliant cars, with space for seven, flexible seating, and a usefully sized boot even with all three rows of seats in place. Ford S-Max The S-Max has gone to the great showroom in the sky, just like the Galaxy. The two cars are quite similar, but the S-Max is a little bit sharper and more fun to drive. The trade off is a little less space for people and their luggage. It's close to the ideal seven-seater for keen drivers. Ford S-Max Vignale Vignale is Ford's posh trim level. While Vignales are sometimes listed as separate models, an S-Max Vignale is just an S-Max with some styling tweaks, lots of toys, and lashings of leather inside. That's no bad thing, as the S-Max is an excellent seven-seater. You'll need to search for a used S-Max Vignale, as the car is no longer sold new. Ford Grand C-Max The Ford Grand C-Max is the big brother of the regular C-Max. Whereas the C-Max has room for five, the stretched Grand C-Max has room for seven. It's not as big as an S-Max or Galaxy, but it's still a good buy for someone who will only need the extra seats from time to time. Like many of Ford's other seven-seaters, if you want a Grand C-Max you'll need to shop for a second-hand car. Page 3 Seven-seater cars are the true Swiss army knives of the automotive world. If you have lots of kids, they're of course perfect for doing the school run. Or if you need to carry adult passengers, for road trips or holidays, they're ideal for that. And nothing beats a seven-seater car for tip runs or trips to the flat-pack furniture store, because you can fold the seats flat and turn it into a pseudo-van. Seven-seater cars come in a wide array of shapes and sizes. Back in the 1990s and 2000s, you'd find scores of MPVs and even some estate cars with seven seats - nowadays, a seven-seater car is more likely to be a large SUV. That's not to say there aren't some fantastic options out there if you don't want a high-riding SUV, though. Small seven-seaters are ideal if you don't regularly want to use the third row of seats. Having a car that operates as a big-booted five-seater most of the time is great, with the extra flexibility of a couple of extra perches for occasional use. Small seven-seaters do tend to have fairly limited space in the third row, and a dinky boot when all the seats are in use, but in return they aren't intimidating to drive and don't demand an enormous parking space. Larger seven-seaters are best if you regularly use the third row of seats. Cars that can accommodate seven full-sized adults are the ideal companion for airport runs, big family holidays or even just days out with plenty of friends. Even among these cars, it's uncommon but not unheard of to find one that can carry plenty of luggage in addition to seven passengers, though. Choosing the right body style is important. A traditional MPV or van-based people carrier is usually the better option for full-time seven-seaters - their square shape not only means more room for those in the very back, it also allows for bigger doors and better access to the third row of seats. By contrast, seven-seat SUVs often demand that the rear-most occupants contort themselves and clamber through a very narrow gap - not ideal if you're taking out aging grandparents. What if your passengers are younger? Well, check carefully - seven seats doesn't necessarily mean lots of ISOFIX child seat mounting points. Many large seven-seaters still only offer ISOFIX on two seats, but the best cars will have it in the third row too, and some even have it in the middle or front passenger seat. Most seven-seaters are powered by petrol, diesel or hybrid engines, but there are a couple of electric options below too. Electric seven-seaters are difficult to crack due to the sheer size their batteries need to be in order to give a car that blocky and heavy a decent driving range - even the best are still quite limited compared to the best combustion-engined offerings, but they're improving all the time. Our expert reviews team knows a thing or two about seven-seater cars and so we've tested every single one and selected ten of the best on sale today. Page 4 Buying Selling Buying Selling Messages Notifications Log in Menu Page 5 Buying Selling Buying Selling Messages Notifications Log in Menu Page 6 Buying Selling Buying Selling Messages Notifications Log in Menu Page 7 Buying Selling Buying Selling Messages Notifications Log in Menu Page 8 Buying Selling Buying Selling Messages Notifications Log in Menu Page 9 Buying Selling Buying Selling Messages Notifications Log in Menu Page 10 Buying Selling Buying Selling Messages Notifications Log in Menu Page 11 Citroen's seven-seat lineup now consists of the C3 Aircross, and van-based MPVs in medium (Berlingo) and large (SpaceTourer) sizes. Citroen C3 Aircross The C3 Aircross is available with optional seating for seven, but not if you want the electric e-C3 Aircross - in that model, the battery takes up too much space to fit seven seats in. However, even with the hybrid petrol engine, there's still not a lot of space in the Aircross' third row, and those seats are really only for small people and short journeys. The C3 Aircross is pleasant and comfortable to drive, but you can tell it's been built down to a price. Citroen Berlingo There are few cars as practical as Citroen's Berlingo. Being based on a van certainly helps, and that big and boxy body is filled with seven seats, a big boot, and lots of useful storage areas. Sliding side doors help, too. Not thrilling to drive, but the Berlingo has a charming character all of its own. Citroen e-Berlingo The e-Berlingo takes all of the strengths of the regular model - lots of seats, a massive boot, sliding doors - and adds an electric motor and a battery for silent running. Refinement is impressive, but the range isn't - Citroen claims 199 miles, but you'll do well to put 150 miles between charges. Citroen SpaceTourer Based on the big Dispatch van, Citroen's SpaceTourer is as close as we get these days to a traditional big French seven-seater. Actually, make that an eight-seater, because depending on how you spec your SpaceTourer, there's room for one more. Quite refined to drive, but it's still a van at heart and feels it. Citroen e-SpaceTourer The Citroen e-SpaceTourer is the same, basically, as the regular seven-or-eight-seater SpaceTourer but with electric power and zero-emissions running. That makes it ideal if you need to carry family members in and out of city centre emissions zones, but the limited 219-mile range is a hindrance elsewhere. Page 12 Mercedes' seven-seat lineup runs from the compact GLB all the way to the huge van-based V-Class and EQV. Mercedes-Benz GLB The GLB is Mercedes' smallest seven-seat model, and the compact-but-chunky SUV can be optionally fitted with extra seats in the boot to make it more practical for family buyers. However, those extra seats aren't very big, so only the smallest of your kids will fit comfortably back there. The GLB looks classy inside and out, and it's relaxing to drive. Mercedes-Benz GLE The GLE isn't quite Mercedes' biggest seven-seater, but it's getting close. There's masses of space in the front of the cabin, but as with a lot of big 4x4 seven-seaters, the extra seats in the boot aren't the roomiest, so they're mostly a kids-only zone. Everything inside the GLE looks and feels classy, but it's a big car and feels it on the road. Mercedes-Benz GLE If you thought the GLE was big... the Mercedes GLS is truly massive, and to be honest it's a car designed more for the American and middle-eastern markets than for narrow and cramped British roads. The upside of that gargantuan size is that there are genuinely seats for seven full-sized adults inside. Have fun parking it... Mercedes-Benz EQB The all-electric version of the GLB looks more or less identical to its diesel-and-petrol brother, aside from a blanked-off radiator grille. It's even smoother and more soothing to drive than the standard GLB, and the range is OK, even if it's nothing special. Figure on getting about 250 miles out of a charge. Just remember that the extra seats in the boot are really small, so don't go trying to fit big grown-ups back there. Mercedes-Benz EQV The EQV is Mercedes' all-electric van-based MPV, and what it lacks in range (200 miles if you're lucky) it makes up for in space, with room enough for seven people to get properly comfortable, and still with luggage space behind them. Really, this one's for airport taxi operators more than for family buyers, but if you can afford one it's a comfy and low-key way to get around town. Mercedes-Benz V-Class If the electric EQV's range isn't enough for you, then the good news is that this diesel-fired V-Class is basically the same car, with the same wonderfully comfortable, roomy, and luxurious interior. You can buy a V-Class as an almost-stripped-out minibus, or you can spend big and spec it to the gunwales with leather seats, extra screens, and electric sliding side doors. Mercedes-Benz AMG GLB 35 The high-performance version of the seven-seat GLB gives you 306hp and four-wheel drive with which to scramble your shopping and sicken your children. This AMG version looks more enjoyably muscular on the outside, but it's not quite fast enough to be truly worth the money. Mercedes-Benz AMG GLE 53 This sounds like an enticing combination - the space, comfort, and luxury of a Mercedes GLE, but with a smooth and powerful AMG straight-six hybrid petrol engine. That's what you get, and the engine is a peach, but the downside is that the GLE is just too big and too heavy for you to have all that much fun. The SUV bit overwhelms the AMG bit. Page 13 Buying Selling Buying Selling Messages Notifications Log in Menu Page 14 Buying Selling Buying Selling Messages Notifications Log in Menu Page 15 The most common layout for modern road cars is to have an engine fixed in the front of the car powering just the front wheels. In a four-wheel drive car (sometimes called all-wheel drive), power is delivered to both the front and the rear wheels, hence 'four-wheel drive'. The major use for four-wheel drive is to provide grip - especially off road. Vehicles like the original Jeep and Land Rover were ideal in rugged terrain. If one wheel became stuck in snow, mud or sand, rather than just the other wheel moving things along, all three could help out. Some sports cars come with four-wheel drive too, where all four wheels providing grip and traction, helping power the car off the line from standing starts, and being able to drive faster around corners. Yes. A decent tow vehicle should have strong torque characteristics, decent traction and not be overly light. That is because a heavier vehicle can tow a heavier load while still remaining stable. This tends to make larger 4x4s more accomplished tow vehicles than their small counterparts. Check out our guide on the best cars for towing for more information. There are numerous companies specialising in offering 4x4 off-roading experiences around the UK. You can choose from a simple muddy path to seriously gruelling tracks where you and your vehicle will have to overcome steep inclines, bodies of water and very harsh terrain. So, before you sign up make sure that your vehicle is properly equipped to take on the challenge. Most modern 4x4s are more capable in these situations than you might expect, however road-biased tyres and a low-ride height will limit how far you can venture off road. You can also drive on 'green lanes' without paying experience companies. These are off-road routes that are free for anyone to use. You can often find maps for these routes online, but it's recommended to join a local off-roading group first, because they will have the most up-to-date information about where you can go and where you can't, and the rules aren't necessarily the same in different areas of the UK, so it's important to do your research first. Page 16 Buying Selling Buying Selling Messages Notifications Log in Menu Page 17 Stylish yet affordable electric SUV Affordable yet well-equipped hatchback A high-tech electric car that's very quick Surprisingly good practicality for a small car, and decent to drive around town A futuristic electric crossover SUV with decent range Spacious EV with sleek design Electric SUV with a futuristic design Practical small hatchback that's good fun to drive A boldly styled, clever electric SUV Classy and rapid electric saloon A stylish, spacious and good to drive small car Striking electric coupe-SUV does away with a rear window An electric hatchback with a sporty edge Surprisingly spacious combination of hatchback and baby SUV Ford borrows from its iconic muscle car for its first bespoke EV Ford Mustang Mach-E review Dinky five-door built for town driving Super-stylish EV with a lovely interior Renault Megane E-Tech Electric review Big-booted supermini with a posh cabin Page 18 Striking electric coupe-SUV does away with a rear window Compact yet spacious electric family car Stylish SUV has some generous equipment Stylish saloon gets stylish looks and a lovely interior Long-range and premium electric SUV Genesis jumps into the premium electric SUVs space with classy first dedicated EV A boldly styled, practical electric SUV A roomy family car with plenty of equipment Humdrum hatchback with new makeover Super-stylish EV with a lovely interior Renault Megane E-Tech Electric review Electric SUV with a luxury interior All-new hot Leon gets hybrid option Sharp-looking small electric SUV Seven-seat electric SUV with ultra-safe assistance tech Tesla-rivalling electric hatchback Easy on the eye, easy to live with and easy to drive, but the Skoda Elroq isn't very interesting Flagship EV SUV with space in spades Comfy family car with striking looks Stylish yet affordable electric SUV Practical family hatchback with a sensible price Practical small hatchback that's good fun to drive Boldly styled electric SUV Electric SUV with swoopy roof Family SUV gets electric power Vauxhall Grandland Electric review A great all-round hatchback - efficient, practical and good to drive Page 19 The Polestar 4 is a big, handsome coupe-SUV that's perfect if you're after an upmarket, comfy electric car - and compared with alternatives, it's not bad value, either. Because of its ultra-modern look and quirky rear window-free design, it's a bit like shopping for Balenciaga. You're telling the world you're fashion-conscious and not afraid to challenge expectations. Other posh electric SUVs you might consider include the Porsche Macan Electric and BMW iX, while the Audi Q6 e-tron Sportback has a similar coupe-like roofline to the Polestar. The sleek design isn't all in the name of aesthetics, it's also about aerodynamic efficiency. That's why you get stuff like flush door handles and frameless windows, though the lack of rear window takes some getting used to - driving with a digital rear-view mirror isn't intuitive. Inside it's typical Polestar fare, with a slick, minimalist design and high quality materials. There are soft plastics to be found, but the cloth and fabric trims are not only more sustainable, they feel cool, natural and relaxing, which summarises the interior ambience nicely. Polestar 4: electric range, battery and charging data Range: 367-385 milesEfficiency: 2.9-3.5 miles per kWhBattery size: 94kWh Max charge speed: 200kWCharge time AC: 16h 45m, 0-100% 7kWCharge time DC: 30 mins, 10-80%, 200kWCharge port location: Left rearPower outputs: 272hp / 544hp It's a proper tech-fest, too, from simple day-to-day niceties such as the Google-powered infotainment system that comes loaded with all the useful apps you get on your phone, to the extensive driver assistance kit. It's annoying that even basic functions like opening the glovebox go through the screen, though. Cabin space and practicality are excellent. The large divider between the front passengers intrudes on space a little, but generally the Polestar 4 feels big and roomy whether you're sat in the front or the back. Rear seat headroom is excellent, which is not a compliment usually given to coupe SUVs. At 526 litres, boot space is about average among alternatives. That's the same as the Audi Q6 e-tron Sportback, less than the Porsche Macan Electric and more than a BMW iX. There's also a 15-litre compartment under the boot, which is useful for keeping charging cables. You'll get between 367 and 385 miles to a charge (officially), which is, again, about on par with alternatives. The single-motor model has 272hp and goes further; the dual-motor has 544hp and goes faster. Long range versions of the Porsche, Audi and BMW can do at least 400 miles, but you have to pay more for the privilege. Charging speeds of up to 200kW are respectable, but that is slower than those alternatives, including the Polestar 3, which is kind of like a traditional SUV version of the 4. It's perhaps a bit of a shame the Polestar 4 doesn't go a bit further on a battery and charge a bit faster, because it makes for an ideal road trip companion. The seats are big and comfy and it smooths out bumps in the road well at speed. There's a little exterior noise on the motorway but nothing too intrusive. At lower speeds the suspension has a firm edge that means you feel the odd pothole and ridges in the road surface more than you might expect of a big luxurious car, but then the trade off is that it also handles pretty well on a fun, winding country road. What's perhaps surprising given its upmarket image is the fact that the Polestar 4 is actually one of the more affordable of similarly sized and shaped posh electric cars, but it's still worth checking out the latest Polestar 4 deals on Carwow to see how much you can save. You can also get a fantastic price on a Polestar 4 lease as well as a used Polestar 4, or other used Polestar models. When it's time to sell your current car, Carwow can help with that, too. 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