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1	Former VW boss charged over diesel emissions scandal	2019-04-15	BBC News	3	<p>The former chief executive of the carmaker Volkswagen has been charged in Germany over his involvement in the company's diesel emissions scandal. The public prosecutor in Braunschweig charged Martin Winterkorn and four other managers with fraud. VW said it would not comment on the indictments. Mr Winterkorn is already facing criminal charges in the US, but is unlikely to face trial, as Germany does not extradite its citizens. The 71-year-old resigned soon after the scandal erupted in September 2015. In a statement, prosecutors accused Mr Winterkorn of a "particularly serious" fraud, as well as a breach of competition laws. They said Mr Winterkorn should have alerted car owners and authorities in Europe and the US about the manipulation of diesel emissions tests sooner. They also accused him of approving a "useless" software update designed to conceal the true reason for the cars' higher emission levels. If found guilty, the former executive could face a prison sentence of up to 10 years. Prosecutors did not name the other four senior managers charged.</p> <p>VW first admitted</p>	

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					<p>in September 2015 that it had used illegal software to cheat US emissions tests. The devices, which allowed vehicles to perform better in test conditions than they did on the road, were installed on almost 600,000 vehicles sold in the US from 2009 though 2015 and millions more globally. They came to light after a study of emissions by researchers at West Virginia University in the US. The scandal sparked investigations in Germany and other countries. To date, it has cost Volkswagen roughly €28bn, (\$31bn; £24bn). Last month, the US Securities and Exchange Commission (SEC) sued Volkswagen and Mr Winterkorn, accusing the carmaker of "massive fraud" over the emissions scandal. The SEC claims the firm misled investors by issuing billions of dollars worth of bonds and securities, without disclosing that it had cheated emissions tests. The company said it would contest the SEC lawsuit vigorously. VW's current chief executive Herbert Diess told the BBC he believed the company was "over the worst" of the Dieselgate fallout, but said that it still had to win back the</p>	

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					confidence of its customers.	
2	Brexit: BMW could cut shifts at Mini plant in event of no-deal	2019-09-09	BBC News	3	<p>Workers at the Mini plant in Oxford could see their shifts cut in the event of a no-deal Brexit, BMW's finance chief has told the BBC.</p> <p>Nicolas Peter said production was likely to fall at the Cowley factory, affecting jobs. But he said BMW, which also makes Minis in the Netherlands, had no plans to "shift production" as yet. Boris Johnson has said he plans to take the UK out of the EU on 31 October - with or without a deal.</p> <p>"No-deal would mean that, most likely, [World Trade Organization] tariffs would be imposed from 1 November onwards," said Mr Peter, who was attending the Frankfurt motor show.</p> <p>"This would mean that we would most likely have to raise the prices of the products produced in the UK and shipped to other markets [in the EU].</p> <p>"The increase of price means an impact on the volume you sell, and would eventually lead to a reduction of produced cars in Oxford."</p> <p>As a result, he said, the factory would have to reduce its output, and would use production cuts "as a first step" to cope.</p> <p>'Constructive solution'</p> <p>A range of car companies in the</p>	

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					<p>UK have warned that the loss of frictionless trade after a no-deal Brexit could damage their business.</p> <p>For example, the PSA Group has said it will only build the next generation Vauxhall Astra at its Ellesmere Port plant if a satisfactory Brexit deal is reached.</p> <p>Investment in the industry has also fallen sharply amid fears the UK will no longer be a competitive place to build cars if it crashes out of the bloc.</p> <p>Mr Peter said there were no plans to close any UK factories on the table, but the firm will shut its Cowley plant on 31 October and 1 November .</p> <p>Shutdowns are common in the car industry, and BMW as well as Toyota plan to pause production to minimise disruption after Brexit.</p> <p>"But of course what's extremely important is to use the weeks we have before 31 October to develop and implement a constructive Brexit solution," Mr Peter said.</p> <p>Some politicians have argued that warnings about the potential damage of a no-deal Brexit have been exaggerated.</p> <p>Before becoming Leader of the House of Commons, pro-Brexit Conservative MP Jacob Rees-Mogg said in July that</p>	

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					quitting the EU without a deal could result in an £80bn boost for the economy. He also dismissed as "pure silliness" Treasury forecasts warning of a £90bn hit to the UK - projections that former Chancellor Philip Hammond later described as "terrifying".	
8	New Volkswagen Golf GTE will have 201bhp and 241bhp variants	2019-09-18	Autocar	3	<p>The next-generation Volkswagen Golf GTE will offer two power outputs when it arrives on roads next year, intended to cater to both those wanting a standard plug-in hybrid and those in the market for a performance-focused PHEV.</p> <p>Volkswagen board member for research and development Frank Welsch told Autocar that the GTE will be sold with either 201bhp or 241bhp. He said: "Today's GTI is 241bhp, so the GTE should also have 241bhp, so the GTE is really a GTE. But there are some people who just want to stay with a similar plug-in hybrid to today, so that's why we're offering the 201bhp, too. It comes without the GTE trim and just [appears] as a normal Golf." There will be no new electric e-Golf, because Volkswagen will focus on its standalone ID 3 model instead. The new Golf GTE has been spotted testing undisguised near the</p>	

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					<p>Nürburgring ahead of the eight-generation Golf’s reveal next month. The spy shots also show Volkswagen’s new logo, revealed at Frankfurt motor show last week. The standard car has already been seen with virtually no disguise before. But now a prototype has been spotted with a charging port built within its front wing, suggesting it is the flagship PHEV model. The latest version of the long-running hatchback was originally due to be unveiled alongside the ID 3 at the Frankfurt motor show, but Volkswagen bosses decided to focus that event on its new electric offering. The Mk8 Golf has now been confirmed for an October launch. It will go on sale in the UK early next year.</p> <p>Volkswagen design chief Klaus Bischoff said the Golf will feature “elegant proportions”. The German firm says the eighth-generation Golf had been designed for “the era of electrified drives, a digitalised and connected interior world, assisted driving and online-based functions and services.”</p> <p>Volkswagen previously released a design sketch of the Mk8 model that showed a distinct evolution of its interior look and</p>	

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					<p>technology. It revealed that the Golf will adopt a large, dual-screen instrument and infotainment display panel stretched across the driver's eyeline. The rest of the interior has a more minimalist look as a result. The car is also expected to have an interior that's almost completely devoid of conventional switches, at least on the higher-end models. Volkswagen design boss Klaus Bischoff has been quoted as saying that the Mk8's interior is a "total" digital environment, with the steering wheel the only conventional component. Touchscreens will replace the traditional instrument binnacle and the climate controls. Even the headlight switch could be replaced by a touchpad. Volkswagen's management have also begun offering some details about the latest version of the Golf, the most important machine in the firm's range. Speaking at the Geneva motor show back in March, marketing boss Jürgen Stackmann said the new Golf maintained the heritage of previous versions, but with the benefits of new technology. "The new Golf will be everything people loved for</p>	

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					<p>years, but now made digital," he said. "People want a Golf - it's iconic - but now there's a huge leap forward in the digitisation inside it. It's still a Golf, but now digital. It's kept what people have loved and moved it to the next phase." The Mk8 Golf will have levels of fuel-saving technology, connectivity, autonomous driving capability and refinement that are intended to render the mainstream competition second best. Its exterior styling will be an evolutionary design that again emphasises a wide, flowing C-pillar. There is expected to be a little more sharp-edged definition to the bodywork, following the template of the latest Polo. The GTI version will feature large corner air vents in its lower bumper, as previewed by the GTI TCR concept earlier this year. Volkswagen will use the Mk8 Golf to introduce a powerful 48V mild-hybrid powertrain and a new range of micro-hybrids. There will also be versions powered by compressed natural gas. The model's range will be simplified, with the three-door and estate bodystyles the most likely candidates for the axe. With consumers increasingly turning to SUVs</p>	

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					<p>and crossovers, and with makers of large mainstream cars under significant cost and profit pressures, insiders say the Golf Mk8 will attempt to lure buyers who are downsizing from larger cars and premium models such as the BMW 3 Series and Mercedes-Benz C-Class, offering more cabin and luggage space than is normal in this segment, outstanding refinement and exceptional fuel economy. The new Golf will have a noticeably wider track and even more room in the already spacious cabin, as well as a marginally longer wheelbase and a bigger boot than its hatchback rivals.</p> <p>Update of Mk7 platform The basis for the next Golf is an updated version of the versatile MQB platform used by today's model. VW insiders suggest it will use a greater percentage of lightweight metal than the existing structure for a 50kg reduction in weight. Planned modifications to the construction process are also said to provide more streamlined production and reduced build times as part of a strategy aimed at improving the economy of scale and profitability of VW's best-selling</p>	

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					<p>model.</p> <p>Although there is still some time to go before the new Golf's introduction, VW says it has already locked in the car's design, which has been developed under the guidance of the company's latest design boss, Michael Mauer, who was responsible for the styling of the current Porscheline-up. Those privy to the latest clay model mock-ups say the new Golf advances the classic hatchback look of its predecessors, with familiar proportions, reinterpreted details and simple surfacing to make it instantly recognisable as a Golf.</p> <p>Key styling features described to Autocar include a thin horizontal grille bookmarked by smaller angular headlights than those in use today, with a distinctive LED daytime running light graphic. The new car is also said to have more pronounced wheel arches and a heavily defined side swage line, in combination with typically wide C-pillars and a relatively upright tailgate.</p> <p>Petrol and diesel engines</p> <p>The new Golf Mk8 will get a range of 12V mild-hybrid engines for the entry-level and mid-range variants. The 1.5-litre TSI ACT petrol unit will be</p>	

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					<p>today's Golf Mk7 but this will be joined by a 1.0-litre three-cylinder petrol motor and an all-new 1.5-litre diesel, which is also likely to be sold as a 12V mild hybrid. Autocar understands that the assistance of the mild-hybrid system's starter/generator lessens the load on the engine and reduces the spikes of NOx emissions from the diesel's exhaust.</p> <p>One of the more intriguing rumours is that the 1.0-litre petrol engines might not be turbocharged at all, but could instead rely solely on direct assistance from a belt-driven starter/generator motor (SGM). The thinking is that the SGM will provide enough extra power and torque for the base engines, allowing the turbocharger, intercooler and associated piping and control systems to be dropped.</p> <p>The Golf Mk8's diesel line-up will include the new 2.0 TDI (codenamed EA288 Evo) engine. VW says the base version of this unit has been significantly re-engineered to reduce exhaust pollution. There is a more efficient and responsive turbocharger and the engine is lighter, loses less heat and has reduced internal friction.</p> <p>More important, the engine's</p>	

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					<p>particulate filter and catalyst have been resized for improved performance, particularly over time. VW claimed the engine offers an average of 9% more torque and power together with an average 10g/km decrease in CO2 emissions. The firm said the new diesel unit will come in versions ranging from 135bhp to 201bhp and will be seen in Audi models before being installed in the Golf Mk8 next year.</p> <p>Crucial ID concept - click here for more</p> <p>VW has already released details of the Golf's 1.5-litre TGI Evo natural gas engine, production of which starts this year. Based on the 1.5-litre TSI engine, the TGI unit uses the same Miller cycle valve timing and a variable geometry turbocharger. It develops 129bhp and 148lb ft from 1400rpm when installed in the Golf Mk7. VW claims that this engine emits about 93g/km of CO2 on the NEDC cycle when it is hooked up to the standard- issue dual-clutch gearbox. Natural gas engines are also lower in NOx and particulate emissions than diesel and cars can be refilled from the gas mains network via small wall-mounted compressors. However, the lack of a natural gas</p>	

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					<p>infrastructure in the UK means this variant is unlikely to reach these shores.</p> <p>The new or upgraded powertrains will be offered in combination with either a six-speed manual or seven-speed dual-clutch automatic gearbox, depending on their configuration.</p> <p>Alongside front-wheel drive, VW also plans to offer optional four-wheel drive (which it calls 4Motion) in selected models, like it has done in the previous four generations of its perennial best seller.</p> <p>Two kinds of mild hybrid</p> <p>The big surprise for the Golf Mk8 drivetrains is that VW says it will be investing in both 12V and 48V mild-hybrid systems after the company re-engineered the Golf family MQB electrical architecture (one of the more expensive component systems in a car) to accommodate a 48V system. Until now, 48V mild hybrids have only been used in premium VW Group cars such as the Bentley Bentayga and Audi SQ7.</p> <p>Frank Welsch, VW's technical development boss, has already revealed the firm's new 'affordable' 48V system, which uses a belt-integrated starter/generator/alternat</p> <p>or to assist the engine by</p>	

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					<p>providing extra power and torque directly to the engine's crankshaft. The key to adopting 48V in a mass-market car was VW and its suppliers developing a less expensive and more compact set-up, which uses a small DC-to-DC converter and small lithium ion battery. Welsch said the 48V set-up allows much greater amounts of energy to be recuperated than with 12V systems, which means significantly improved fuel economy. These new mild-hybrid engines can also start and stop extremely quickly, which will allow the Golf Mk8 to switch in and out of coasting mode when driving, making further fuel savings.</p> <p>Connected tech takes precedence VW sources have already promised that the next Golf will be 'always connected'. Using the same eSIM card that has already appeared in the new Touareg, the Golf Mk8 will be permanently connected to the internet. This will allow the car to tap into 3D satellite mapping, hybrid radio (where the audio system finds the strongest signal for a station, whether analogue or digital) and the option of live information such as the latest</p>	

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					<p>pricing at nearby fuel stations.</p> <p>The permanent connectivity opens the way for these future models to 'read' the topography of the road from 3D mapping, for example, and switch to coasting when heading downhill, or approaching a junction.</p> <p>Autonomous driving will be a key feature of VW's best-seller in its eighth generation, as the brand will shoehorn even more advanced autonomous technology into the new model, as well as ensuring that it is the most connected car in the company's history, ahead of the all-electric ID hatchback that's also due in late 2019.</p> <p>Head of VW's compact series, Karlheinz Hell, revealed: "The next Golf will take Volkswagen into the era of fully connected vehicles with extended autonomous driving functions. It will have more software on board than ever before. It will always be online and its digital cockpit and assistance systems will be the benchmark in terms of connectivity and safety."</p> <p>The current Golf benefits from VW's semi-autonomous Traffic Jam Assist system, which controls the steering, acceleration and braking of the car</p>	

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					<p>under 37mph, so it's certain that the Mk8 model will take a leap in advancement over this. Elsewhere, the Audi A8 is the first car in the wider VW Group to achieve level three autonomy where permitted.</p> <p>Golf to set VW design agenda While the new Golf will be an evolutionary take on the outgoing car, it will feature new design elements that design chief Klaus Bischoff described being “more fluid, more sporty with a very unique face”. It’s part of a new VW strategy to differentiate its standard model range from the new ID family of electric cars, said Bischoff: “[ID is] a new world of proportions and totally new bodystyles which are more emotional. As we go through the ceiling design-wise on ID cars, we need to echo that with ICE cars, so these will have more sporty proportions [and] a more progressive, clean design.”</p> <p>Bischoff said future cars will remain faithful to VW’s traditional design cues: “We are looking to our origins so no ‘me too’ products. They will all remain as very individual VWs. “If you look at front- of-car designs, nearly everybody is copying Audi. VW will go down its own road to stay</p>	

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					<p>true to the brand, and not look over the fence to others.”</p> <p>Volkswagen reaps MQB’s rewards</p> <p>Volkswagen’s MQB architecture underpins its best-selling model, the Golf, of which 968,284 were sold in 2017.</p> <p>The modular toolkit is used for most of the firm’s most successful models. In total, five MQB models currently account for 3.8 million global sales.</p> <p>The firm’s second-bestseller last year was the Jetta/Sagitar (the latter is a Chinese-market compact saloon), with 883,346 units sold. The seventh-generation Jetta, which went on sale this year, is now based on MQB, as are the firm’s two next best-sellers: the Tiguan SUV (769,870 sold), in both short- and long-wheelbase forms, and the Polo.</p> <p>The Lavida, a Jetta-sized MQB saloon sold only in China, is the firm’s sixth best-selling model, with 507,000 made in 2017.</p> <p>That leaves the Passat/Magotan family, which is sold in Europe, the US and China. Current European versions of this model are built on MQB, with the US and Chinese versions switching to the architecture in 2019, adding another 660,000 or so MQB cars to the sales total.</p> <p>Those figures are simply for Volkswagen itself.</p>	

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					the MQB toolkit is also used widely across the group's other brands.	
11	Ford in talks with VW to develop second EV in Europe, paper says	2019-09-17	Automotive News	1	<p>FRANKFURT -- Ford Motor could build more than one electric vehicle based on Volkswagen Group's EV platform, Ford of Europe President, Stuart Rowley, told a German business paper.</p> <p>To make only one model made no sense financially, and a decision about whether to build a second model could happen soon, Rowley is quoted telling Handelsblatt.</p> <p>"Yes, we are in talks about this," Rowley told the paper.</p> <p>Ford said in July that it will use VW's modular electric toolkit, known as MEB, to design a new battery-electric vehicle for its European operations. The automaker said it expects to deliver more than 600,000 MEB-based vehicles in Europe over a six-year period starting in 2023.</p> <p>VW has invested \$7 billion in its MEB architecture since 2016. It plans to use MEB to underpin about 15 million cars for its VW, Audi, Skoda and Seat brands including hatchbacks, sedans, crossovers and minivans in the next decade.</p>	
12	Ford Galaxy: 'An MPV that wears its brilliance lightly'	2019-09-08	The Guardian	4	<p>"So, the only difference between this car</p>	

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					<p>and an Addison Lee,” chortles my neighbour, “is that your car doesn’t have a big white AL sticker in the back window!” He’s delighted with himself, but I’m nonplussed. How can he be bothered to make such a lame joke and does he think the ubiquitous minicab is an actual car brand? I also feel a bit defensive on behalf of my handsome, gleamingly black MPV. Ford’s hard-working, ultra-reliable Galaxy is a fleet favourite up and down the country. There are few large MPVs more well known. There can hardly be a person in Britain who hasn’t at some point sat in a Galaxy and given thanks for its 24-hour ability to get you home without a word of thanks or even a glance of acknowledgement. All it asks is that you aren’t sick in its footwells. Ford’s Galaxy wears its brilliance lightly. The fact it balances a winning combination of low running costs with an ability to swallow a huge number of people and suitcases means most of us take it for granted.</p> <p>As impressionable young Galaxies trundle off their production line at the vast AutoEuropa factory in Palmela, Portugal, many must hope for a more rewarding life than merely</p>	

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					<p>shunting people to airports and back again – a lifetime of private-hire purgatory. Maybe they dream of a loving family? After all, their virtues of affordability, durability and hard-scrabble toughness make them a leading large MPV choice.</p> <p>To really appreciate a Galaxy, it does help if you have a big domestic unit. Last weekend, we effortlessly packed in three grown-up kids, plus a boyfriend, a girlfriend and all their clobber and headed to Shropshire for a few days. Rather than looking like sardines jammed into the back row, they languished in acres of space – able to save their sharp elbows for another trip.</p> <p>The middle row of seats has room for three 6ft adults in reclining chairs that individually slide forward and backwards. That space is made all the more useful by a low central tunnel and lots of foot space under the front seats. Pull a lever on the top of the outer seats and they tilt and slide forward to allow easy access to the third row.</p> <p>If you take a moment, you’ll notice how well designed a Galaxy is – in an economical, unshowy way. There’s the elegant quarter</p>	

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					<p>light by the front window and at the rear the glass flows down from the roof to the number plate in a single uninterrupted sheet – the wiper neatly protruding. It’s classier than an anonymous transporter needs to be.</p> <p>There’s a range of petrol units and turbo diesels to choose from. The 148bhp engine is the bestseller – it’s a useful blend of performance, efficiency and price. The 163bhp petrol option lacks the oomph of the diesels and, although it’s the cheapest in the range, you may find its running costs are higher. Clearly, though, if you live in a city you’ll want to consider the environmental impact of diesel. Both manual and auto gearboxes are available.</p> <p>Despite making such excellent cars, Ford has struggled to get its infotainment interface right. It used to be a nasty dot matrix affair. But here, at last, they’ve caught up with everyone else. Now it is digital, legible and intuitive. This isn’t a driver’s car, as such, but that doesn’t mean you won’t get plenty of pleasure driving it. Up front you sit in a commanding position, controlling a vehicle that’s comfortable and compliant. And there’s something</p>	

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					joyful to be found in piloting a minibus brimful with your nearest and dearest. It's good to get them all under one roof...	
13	Renault Kadjar: 'A great all-rounder'	2019-08-11	The Guardian	4	<p>"Who on earth is this car supposed to appeal to?" grumbles Jeremy as he eases himself into the passenger seat of Renault's mid-market, mid-sized crossover. Jeremy, 52, is happily married with two teenage daughters. He's a fan of good design, but he's also a realist – he'll always favour function over form. But his fatal flaw is that he doesn't realise that. I don't answer his question, but after a moment or two, Jeremy looks at me and laughs: "Ah, I see, this car is supposed to appeal to me! I am its target audience." As usual, Jeremy doesn't know what he's talking about. He has no reason to be snitty about this latest model from Renault. It packs quite a punch. Its combination of low-key looks, economy, practicality, comfort and usable space means it will be a loyal servant to every family that decides to take it into their service.</p> <p>The Kadjar sits midway up Renault's size pyramid: it's bigger than the Captur and smaller than the Koleos. The first</p>	

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					<p>car I ever owned was a Renault. Cute and colourful, it sprouted rust and moss with exuberance. It cost £15 and a cup of coffee and lasted for six months before it collapsed outside a breaker's yard. They bought it from me for £15 – so I had six months motoring for the price of a cappuccino. Anyway, the point of this little diversion is that it was a Renault 5. A simple and classy name compared with the fridge magnet roulette Renault's branding team use now to create their model names.</p> <p>The name Kadjar, which sounds like cadger, but in fact comes from the word “kad”, was apparently inspired by the French word for four-wheeled and “jar”, derived from the French for agile. Renault believes it has everything it needs to become one of the brand's biggest sellers.</p> <p>However, the massively overcrowded shark pool it finds itself swimming in is dominated by Nissan's Qashqai. And if that isn't intimidating enough, it will also have to go mano a mano with the likes of Kia Sportage, Ford Kuga, Peugeot 3008, Honda HR-V and Skoda Karoq. It's a clever move, therefore, that the Kadjar has taken its lead from the</p>	

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					<p>alpha car of the group. Behind its eyecatching grille and swooping body panels, this Renault is, in fact, a Qashqai. Renault has an alliance with Nissan. It is also in cahoots (which sounds like a good name for Renault's next model) with Mercedes. The alliance includes sharing engine technology with Daimler. Pop open the bonnet of a Kadjar, Qashqai and A-Class and you'd find they're all powered by the same 1.3-litre four-cylinder turbo, with either 138bhp or 158bhp. As Oscar Wilde said: "Imitation is the sincerest form of flattery..." It's also available with a 1.5-litre diesel.</p> <p>The Kadjar is resolutely a family car. When Jeremy asks me what it's like to drive, I say: "Like a family car." And I don't mean that as any kind of put-down. It's comfortable, with soft steering and a steady throttle. It's perfectly pleasant. It's not a sports car. And any vehicle that offers a more involved "driver's" drive would lose the battle to keep its consumption down. The 158bhp version delivers up to 65.7mpg. I found the real-world figure was closer to 40 miles to the gallon, which is still very impressive in a car like this.</p> <p>The interior is roomy, practical</p>	

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					<p>and well-made. Leather trim on the dash breaks up the usual sweep of hard plastics that often features on a car like this. It's a five-seater with lots of headroom and a large boot.</p> <p>The Kadjar doesn't excel in any one particular area, but it's a great all-rounder. It looks fine, drives well and won't let you down... a little like Jeremy himself.</p>	
14	Ford Ranger pickup: 'A truck that's been built to last'	2019-09-15	The Guardian	4	<p>Depending on who you talk to, the motoring industry is either riding the most exciting technological wave since Henry Ford first industrialised automotive manufacturing more than a century ago, or we are beginning a long, slow slide that will eventually see our streets buzzing with zombie robo-taxis. But, like Brexit, no one really knows the why or the when, let alone the if or the how. Whatever you think, hope or fear, change is definitely coming and the switch to ultra-low and zero-emission transport is gathering pace.</p> <p>As we are at this junction, it seems a good time to take stock of exactly what is out there. In the UK, there are currently 370 models on sale from 48 different brands. There are, at the last count, 34,879,281 cars on the British road. Last year, of the 2.3m cars</p>	

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					<p>sold, 141,270 had “alternatively” fuelled electric and hybrid engines. The best seller was Ford’s Fiesta.</p> <p>All this was playing on my mind as I drove the latest Ranger from Ford. It’s a pickup that makes you wonder if the car industry has changed at all. Not that the Ranger isn’t sophisticated in its own way. For workmen, farmers and builders it ticks all the boxes. It’s tough, robust and imperishable. It shows its 4x4 class on dreadful terrain and in dire weather. Its forte is out-muscling heavy payloads: it can cope with up to 1,000kg in its flatbed and tow a trailer weighing 3,500kg. Every aspect of the Ranger shouts durability. Clamber in and you get the sense Ford’s engineers had one thing on their mind: to build a truck that would last.</p> <p>It’s been tested to extremes. Frost-covered prototypes were exposed to -40C and then baked in 50C heat. Early Rangers were tasked with hauling laden trailers up steep inclines at oxygen-starved altitudes. You could call it vehicle cruelty – they were pushed to breaking point. The door mechanism was tested 84,000 times. That’s a lot of slamming. But why stop there.</p>	

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					<p>why not go for 100,000?</p> <p>The 2.2-litre bestselling diesel returns an average of 43.5mpg. It's satisfying to drive, too, in a weighty, substantial way, and has impressive safety credentials to back up its heft. It also brings a top-level five-star crash rating to the party. The Wildtrak, the top-spec model, adds a further slice of luxury to the proceedings and has been so popular that Ford has now also released a Wildtrak X version, featuring Performance Blue metallic paint – a colour usually reserved for sporty models, such as the Ford Fiesta ST. The grille, roof rails, side steps, Wildtrak decals and even alloy wheels are all painted black for a more menacing look.</p> <p>There seems to me to be a mournful irony in the fact that the Ranger is a pickup designed to last forever – just when its time is running out.</p> <p>But we need pickups – well, farmers and builders do. They are formidably hard-working service vehicles. What we don't need are pickups to be bought by lifestylers who think the rugged charms in</p> <p>attention-grabbing</p>	

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					colours will pop on their Instagram accounts.	
15	Mercedes-Benz AMG GT 4-Door: 'Is this family hatch too hot to handle?'	2019-07-14	The Guardian	4	<p>People behaving rather inappropriately in cars is nothing new. But this is the first time in which the vehicle itself has behaved questionably, and come over all handsy. “Dad,” laughs my 17-year-old daughter, “your Mercedes is creepy. It has issues with consent...” She’s referring to its “dynamic self-bolstering” seats. When you corner, an air bladder on the outside edge automatically inflates to hold you in position. It feels like a large hand curling unexpectedly around your side. Once you know what’s going on, it’s quite relaxing, particularly on long, twisting journeys. Slaloming up and over the Alps, for instance. The smart seats are actually minor miracles and this entire review could easily focus just on them. They can be heated or cooled; they have 19 different air chambers each of which can be minutely adjusted; there are multiple massage functions to choose from, too. They’re incredibly comfortable – though my wife claims the ones at her nail bar are even better.</p> <p>These seats are just one aspect of the super-smart technical smörgåsbord.</p>	

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					<p>served up by the Mercedes-Benz AMG GT 4-Door. From the welcome graphic that pops up on its double-width digital dash when you first get in, to the final burbling note of the four-pipe exhaust, there is not one single aspect that has not been buffed and puffed to maximise its potential.</p> <p>AMG is the high-performance wing used by Mercedes-Benz to weaponise its “standard” models. Essentially, AMG exists to put the OMG into already excellent cars. And that is exactly what AMG has now done to the GT.</p> <p>The model already existed as a searingly quick, headturningly attractive coupé. But it had one serious drawback: it only had two doors. What was needed, clearly, was a four-door, four-seat, hatchback version. And lo, we now have the AMG GT 4-Door – quite a catchy name, isn’t it? There was also the small matter of what would power this übermensch family hatch. In the case of GT’s range-topper it’s a fire-breathing 4-litre bi-turbo V8 capable of delivering 631bhp – or 0-62mph in 3.2 seconds. For comparison, the market-leading Ford Focus family hatch starts at just 99bhp.</p>	

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					<p>The car is large and very imposing. At the front there is an architectural 20-fin air panel; at the back a spoiler that eases out of the bodywork but only when it's on duty. The car is unusually long (over 5m) and heavy (over 2 tonnes), but like a well-cut suit on a fat man, its shape is flattered by graceful curves and an elongated silhouette. Performance is, as you might have guessed, scorchio. Despite all the showmanship it can be remarkably biddable and easy to live with. On family days you select Comfort from the drive mode menu and tootle along – as you would in any family hatch. On “self-focused days”, you might go for Sport, Sport+ or even Race – at which point the driving should really be left to the professionals. It's a phenomenal machine, but for most it'll remain too hot to handle.</p>	
16	The Guardian view on Honda's closure: of course it's partly about Brexit	2019-02-19	The Guardian	5	<p>The Japanese carmaker's decision to shut its Swindon factory is part of a pattern in which Brexit uncertainties play a significant role</p> <p>First, the uncontroversial bit. Honda's decision to close its factory at Swindon is a body blow to the west of England economy, to the British car industry, and to the UK</p>	

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					<p>manufacturing sector more widely. It will not be easy for the Wiltshire town to absorb the massive hit. Now, the more controversial part. The Japanese carmaker's decision reflects several factors. These include a Europe-wide market shift from diesel to electric cars. But it unquestionably also reflects continuing uncertainty about Brexit's impact on the UK economy and the fear of a no-deal exit from the EU – and anyone who pretends otherwise is simply not telling the truth.</p> <p>Honda has been in Swindon since 1989. It came because the UK went to great lengths to persuade the car giant that Swindon was the right site to supply the European Union market, of which Margaret Thatcher's Britain was a keen advocate. Output has declined since the financial crisis, leaving only one model, the Civic, in production at a factory that used to produce three. Nevertheless, until now, Honda has not closed a vehicle factory in its 70-year history anywhere in the world. It has also tried hard to keep Swindon open, even though production of 160,000 vehicles a year there is “sub-scale” when</p>	

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					<p>compared with the output of 2m in China and the US. Now Swindon is to close in 2021, leaving 3,500 Honda workers out of work, along with at least that number in the supply chain and associated businesses.</p> <p>Announcing the closure on Tuesday, Honda said Brexit was not taken into account. "This is not a Brexit-related issue for us," said its senior vice-president for Europe, Ian Howells. The company is being too polite. In the past, Honda has been keen to warn against the consequences of a disorderly Brexit. If Britain were to leave the EU customs union, the company said last summer, border checks could clog up the company's waste-averse supply chain. The breadth of the Brexit challenge was "unprecedented in terms of its total impact", said the same Mr Howells. That challenge has not changed, and is now potentially more acute as the prospect of no-deal deepens.</p> <p>It would be wrong to argue that Honda's decision is solely about Brexit. The global market for cars is restructuring in response to threats to the ecosystem caused by harmful car emissions. But it is equally wrong to pretend that it has</p>	

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					<p>nothing to do with Brexit either. By leaving the EU, Britain is reneging on the access to the European market it originally offered to Honda; Honda is therefore bound to think again. In a European car market that, like markets elsewhere, survives on high-volume, just-in-time production, Brexit removes the Swindon plant from the arena without compensating gains. With tariffs between the EU and Japan now ending, and Brexit likely to raise the cost of parts and reduce access to the EU, Britain's decision leaves Honda with few real options.</p> <p>Honda's decision in Swindon is also part of a pattern. Nissan is scaling back its plans for Sunderland. Toyota may leave Burnaston. Likewise BMW in Cowley. The business secretary, Greg Clark, maintains a calm veneer about Honda, but his words – “devastating”, “dismay” – convey something close to panic at the existential threat facing parts of British industry. Nor is the mood confined to multinationals: the farmers' union president talked in similar terms – “catastrophe”, “nightmares” – on Tuesday too. The reaction of doctrinaire Brexiters.</p>	

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					meanwhile, is shameless. “Nothing to do with Brexit whatsoever,” says the chair of Leave Means Leave. Oh, but it is. It really is. Leaving the single market and the customs union is their mess. Even now, they must be stopped.	
17	Ford to close Bridgend factory by September 2020	2019-06-06	The Guardian	6	<p>Ford has confirmed that it will close its Bridgend engine plant in September 2020 with the loss of 1,700 jobs, in the latest blow to the embattled British car industry.</p> <p>Workers at the plant were informed on Thursday morning about the decision, which is a major setback for the south Wales economy and an automotive sector bracing for the impact of Brexit.</p> <p>Ford blamed the closure on the imminent end to a contract for engine production for Jaguar Land Rover (JLR) as well as a global decline in demand for the Ford engines made in Bridgend. The news comes in the wake of thousands of UK job cuts announced this year by Honda and JLR.</p> <p>Stuart Rowley, the president of Ford in Europe, said the closure was prompted by the US carmaker’s global cost-cutting drive, including about 550 white-collar job cuts announced in the</p>	

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					<p>UK last month. However, he added that Bridgend was more expensive than other plants building the same engine because it only had demand for less than a fifth of the 700,000 engines it produced in its peak years.</p> <p>He said: “Changing customer demand and cost disadvantages, plus an absence of additional engine models for Bridgend going forward make the plant economically unsustainable in the years ahead.”</p> <p>Production of Ford’s 1.5 litre Dragon engines will cease in February, followed by the end of production for JLR in September 2020. The closure will cost Ford \$650m (£512m) in redundancy and pension payments.</p> <p>Ford has three factories in the UK, the others being a plant in Dagenham, east London, which produces diesel engines for vans, and a gearbox plant in Halewood, on the outskirts of Liverpool. Rowley said the remaining two sites – which employ a total of 2,100 people – have a “very firm future” and that there were no plans for further job cuts at either.</p> <p>Rowley renewed Ford’s warnings that it would have to carry out a further review of</p>	

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					<p>its operations - including the possibility of closing more British factories - in the case of a no-deal Brexit. However, he insisted that Brexit was not a factor in the decision to close Bridgend.</p> <p>“This action has nothing to do with Brexit,” he said. “If Brexit had never happened would it have been a different decision? The answer to that is no.”</p> <p>Ford received some interest in taking over Bridgend, including from Ineos, the chemicals company owned by the billionaire Jim Ratcliffe, which is planning to manufacture a new off-road vehicle. However, those plans did not come through and Rowley said the plant was not a contender for much-hoped-for investment in battery assembly because of its distance from Ford’s car assembly factories.</p> <p>Ford is only the latest in a string of international carmakers to reduce their UK operations this year. Honda announced in February that it planned to shut its Swindon plant in 2021, with the loss of 3,500 jobs, and Nissan has reversed its decision to build the new X-Trail vehicle at its</p>	

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					<p>Sunderland plant. JLR, the Indian-owned company that runs Britain's largest carmaking operation, is also cutting thousands of jobs.</p> <p>The Bridgend closure will leave Toyota's Deeside engine plant and Aston Martin Lagonda's new St Athan plant as the only major carmaking locations in Wales.</p> <p>Jeff Beck, a regional organiser at the GMB trade union, which represents workers at the plant, said the decision was "a real hammer blow for the Welsh economy and the community in Bridgend". Steve Turner, assistant general secretary of the Unite union, said Ford had betrayed workers in "an act of gross industrial sabotage".</p> <p>The plant indirectly supports the jobs of another 12,000 people in the local economy, according to estimates supplied to Madeleine Moon, the Labour MP for Bridgend. Ford will repay £11m in state aid given to it by the Welsh government to support the plant.</p> <p>While Ford insisted Brexit was not a factor, Moon said company executives had been outspoken in their warnings over the viability of the Bridgend operations to government.</p>	

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					<p>ministers – even when offered similar support to the £61m awarded to Nissan.</p> <p>“They made it absolutely clear that a hard Brexit without a customs union and the single market would make it impossible to operate here,” she said.</p> <p>“You can’t keep throwing money at companies to get them to stay.”</p> <p>The Ford plant has manufactured petrol engines since 1980 and supplies the company’s factories across Europe.</p> <p>The company is undergoing a round of steep cost-cutting around the world. It announced widespread job losses across its European operations in January and said it would consider closing plants.</p>	
18	Car Review: Nissan Leaf e+ – 240 miles on one charge	2019-07-26	The Independent	7	<p>The new Nissan Leaf e+ looks pretty much like any other Leaf. And despite a decent boost in power compared with previous models, it feels pretty much the same to drive as well – smooth, quiet and responsive, as all electric cars are.</p> <p>Smooth, quiet and responsive – electric cars are a less fatiguing drive (Nissan) The big difference is under the attractive if unassuming skin, in the form of a</p>	

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					<p>battery pack that is about fifty per cent bigger than any we have seen in a Leaf before. The first Leafs that appeared in 2011 had a 24kWh battery that offered a range of about eighty miles. An upgrade to 30kWh (about 100 miles) followed a few years later, and the current second generation version was launched with a 40kWh battery and a range of about 160 miles. Now the Leaf e+ has a 60kWh battery which should be good for 240 miles in decent conditions – three times as much range as that first Leaf could deliver just seven short years ago.</p> <p>You can do a lot with 240 miles of range – London to Glasgow or Edinburgh with just one coffee stop for a rapid charge top-up for a start. Of course, 240 miles still falls short of the 300-plus miles a tank of petrol or diesel will give you but in the UK it should be enough for almost all drivers almost all of the time, an undreamt of luxury for owners of most earlier electrics.</p> <p>Super saver: topping up at home costs only 2-3p per mile (Nissan) But long-range electric cars aren’t just about matching the convenience of fossil-fuelled cars for long journeys</p>	

article_ID	article_Title	original_article_date	original_Site_Name	article_author_ID	article_body	manufacturer_I
					<p>in terms of the logistics of filling up. There's something else going on too. Once you bust the old range limitations, electric cars are superb machines for long distance travel. Smooth, instant and effortless power delivery without gear-changing of either the automatic or the manual variety makes for a far less fatiguing driving experience over a long day at the wheel. Passengers arrive fresher too, thanks to very low levels of what motor industry people call NVH - noise, vibration and harshness - compared with petrols and diesels. Cars like the 240-mile Leaf e+ allow that advantage to be exploited to the full.</p> <p>And racking up the miles accentuates another advantage of electric cars - low operating costs per mile. Top up at home, and electricity will cost you 2-3p per mile, compared with about 10-20p per mile for petrol or diesel. These numbers can vary quite a bit depending on conditions and driving style, and charging away from home on the public charging infrastructure can be more expensive, but you get the idea. Add in zero road tax and lower servicing costs and, once you've</p>	

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					<p>paid for an electric car upfront, you won't be putting your hand in your purse or your wallet very often after that.</p> <p>Zero road tax and lower servicing costs are attractive propositions (Nissan)</p> <p>That said, the upfront cost of going electric can still be quite high, especially if you want decent range. At least for the time being, the e+ with its new bigger battery is a top-of-the-range affair costing about £36,000. That's around £8,000 more than the starting price for the more basic entry-level version, which sticks with the smaller 40kWh battery and a still pretty usable 160 miles or so of range.</p> <p>For the time being, the e+ is expected to account for only a minority of Leaf sales but based on past experience, I'd expect the bigger battery pack to be offered more widely in future and perhaps eventually become standard across the range – not least because the Leaf is about to get a lot more competition in the form of a revamped Renault Zoe and new electric versions of the Peugeot 208 and Vauxhall Corsa. These cheaper cars will be offering 200-plus miles of</p>	

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					range as well, although the slightly bigger Nissan will probably retain a bit of an edge in terms of practicality and interior space. The message? Long-range electric cars have arrived and they're here to stay.	
19	New Audi SQ7 TDI launched	2019-07-22	Auto Express	8	<p>Audi has launched a new performance version of its largest SUV, called the SQ7 TDI. Due to launch in the UK this Autumn, the German brand's latest sporty off-roader comes with a mild-hybrid diesel powertrain, a range of chassis upgrades and a host of styling and technology revisions. Prices for the new model will start from around £76,400.</p> <p>The Audi SQ7 TDI is powered by the same biturbo V8 diesel engine as the new Audi SQ8, producing 429bhp and 900Nm of torque. Like the German brand's performance coupe-SUV, the SQ7's engine is also fitted with a 48-volt electric compressor, which assists the two turbochargers when they're off-boost.</p> <p>The compressor is fed by the same 48V lithium-ion battery pack which underpins the SQ7's mild-hybrid system. Comprising a belt-driven alternator starter and an energy recuperation</p>	

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					<p>system, it can power the performance SUV at speeds up to 14mph and recover up to 8kW of energy under deceleration.</p> <p>Audi says the SQ7 can dispatch the 0-62mph sprint in 4.8 seconds and reach an electronically limited top speed of 155mph. It should also be reasonably efficient, with the German firm claiming economy figures of 37mpg and emissions ratings of around 200g/km of CO2.</p> <p>The engine feeds its power through an eight-speed automatic gearbox and a sport differential to all four wheels. Through fast corners, the differential actively distributes the engine's power between the rear wheels, which Audi says helps to reduce understeer.</p> <p>Chassis upgrades over the standard Audi Q7 include uprated brake discs, larger calipers and sport air suspension. Larger diameter carbon ceramic brakes are available as an optional extra, as is Audi's active electromechanical roll stabilisation system and all-wheel steering.</p> <p>Audi claims its all-wheel steering system makes the SQ7 easier to manoeuvre. At low speeds, the rear</p>	

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					<p>wheels turn up to five degrees in the opposite direction to the front, which reduces the car's turning circle. At higher speeds, the front and rear wheels turn in the same direction, which Audi says improves stability.</p> <p>From the outside, the new SQ7 receives Audi's usual "S" styling treatment, with 20-inch alloy wheels, more aggressive front and rear bumpers, larger side-skirts, aluminium-look mirror caps and the brand's trademark chromed quad exhaust tips.</p> <p>Inside, the new SQ7 features a pair of leather and Alcantara trimmed sports seats, stainless steel pedals, aluminium trim, a 12.3-inch digital gauge cluster and an 8.3-inch infotainment system with support for Amazon Alexa, Android Auto and Apple CarPlay.</p> <p>Carbon fibre interior trim inlays are available as an optional extra, as is a premium Bang & Olufsen sound system, four-zone automatic air conditioning and a customisable ambient lighting package.</p> <p>Elsewhere, the SQ7 is optionally available with Matrix LED headlights and a soft-close power assist function for its doors.</p>	

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8	Luke Wilkinson
9	Jim Holder
10	Vicki Butler-Henderson
11	Matt Prior
12	Rebecca Jackson

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manufacturer_id	manufacturer_name	manufacturer_desc	manufacturer_logo	manufacturer_page_location
1	Audi	Founded in 1909 in Germany, Audi are a luxury brand. Their most popular model is the Q5.	images/audi.png	pages/manufacturers/audi.html
2	BMW	Founded in 1916 in Germany, BMW are a luxury brand. Their most popular model is the X3.	images/bmw.png	pages/manufacturers/bmw.html
3	Citroen	Founded in 1919 in France, Citroen are a midrange brand. Their best selling model is the C3.	images/citroen.png	pages/manufacturers/citroen.html
4	Dacia	Founded in 1966 in Romania, Dacia are a budget brand. Their most popular model is the Sandero.	images/dacia.png	pages/manufacturers/dacia.html
5	Ford	Founded in 1903 in the USA, Ford are a midrange brand. Their most popular model is the Fiesta.	images/ford.png	pages/manufacturers/ford.html
6	Honda	Founded in 1946 in Japan, Honda are a premium brand. Their most popular model is the Civic.	images/honda.png	pages/manufacturers/honda.html
7	Kia	Founded in 1916 in Germany, Kia are a midrange brand. Their most popular model is the Sportage.	images/kia.png	pages/manufacturers/kia.html
8	Land Rover	Founded in 1948 in the UK, Land Rover are a high end/luxury brand. Their most popular model is the Discovery.	images/landrover.png	pages/manufacturers/landrover.html
9	Mercedes-Benz	Founded in 1926 in Germany, Mercedes-Benz are a luxury brand. Their most popular model is the A-Class.	images/mercedes.png	pages/manufacturers/mercedes.html
10	Nissan	Founded in 1933 in Japan, Nissan are a premium brand. Their most popular model is the Qashqai.	images/nissan.png	pages/manufacturers/nissan.html
11	Renault	Founded in 1899 in France, Renault are a luxury brand. Their most popular model is the Clio.	images/renault.png	pages/manufacturers/renault.html
12	Volkswagen	Founded in 1937 in Germany, Volkswagen are a premium brand. Their most popular model is the Golf.	images/volkswagen.png	pages/manufacturers/volkswagen.html

model_id	model_name	model_logo	manufacturer_ID	model_generation_ID
1	up!	0	12	2
2	Fiesta		5	3
3	Fiesta		5	4
4	G-Class		9	2
6	3 Series		2	5
7	3 Series		2	6
8	3 Series		2	7
9	3 Series		2	8
10	3 Series		2	9
11	Polo		12	12
12	Polo		12	13
13	Golf		12	14

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2	Mk1	2011	
3	Mk6	2009	2019
4	Mk5	2002	2008
5	F30/6th gen	2011	2019
6	E90/5th gen	2004	2013
7	E46/4th gen	1997	2006
8	G20/7th gen	2018	
9	E87/1st gen	2004	2011
10	G-Class 463	1990	2018
11	W463	2018	
12	Typ AW/6th gen	2018	
13	Typ 6R/5th gen	2009	2018
14	MQB/MK7	2012	

user_name	first_Name	last_Name	DOB
bsturrock	Ben	Sturrock	1999-07-25