



### Scale model; TESLA MODEL 3

Top Gear

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## **Body**

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£39,990 60kWh battery 279 bhp 1spd auto 6.1 secs 125 mph 344 miles

FOR Interior quality finally catching up with the tech AGAINST Steering wheel buttons, self-driving, the image

Can you separate the art from the artist? Elon's abrasive antics have taken the shine of f a ***Tesla***, but somewhere in there there's a car company crying to be taken seriously. This new facelifted 3 does look good though - sharper, more ***assertive*** and resolved. It's improved inside, too, with a sense that the quality of materials and overall design is finally catching up with the tech.

You will still have to drive the car yourself though, sorry about that. The 3 comes with Autopilot cruise control as standard, but you can spend £3,400 for the 'Enhanced' version and £6,800 on '***Full Self-Driving*** Capability'. The latter isn't actually available, it's more a hope it'll eventually be possible. May as well go ahead and tick 'World Peace' on the options list while you're at [www.it.No](http://www.it.No) yoke here, but you will find that the indicators have moved to the steering wheel hub. There are no stalks at all, and it'll probably be a few thousand miles before your hand is cured of Phantom Indicator Syndrome. Mostly it all works fine, but doesn't feel like it's been tested in an international setting - it's a nightmare on roundabouts and the tight turns of most UK towns, occasionally just dangerous.

The Model 3 still sets a high bar for EVs - the soothing balm on your ownership experience is the ready made charge network that's quick, convenient and simple to use. Some of the prime locations are getting terribly busy, but it helps that your car is able to tell you capacity levels. Would love some of that action in other EVs.

Range is improved thanks to slipperier aero and a newly reduced top speed - 344 miles is more than enough for a decent drive. The experience itself falls short though. The steering is grainy with little self-correction out of corners, it's like using a force feedback PC wheel from the early Noughties. The 3 is a decent enough tourer on the

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motorway, but show it a country road and it starts to get a bit wibbly, the front wheels failing to communicate what they're up to and the skittish ride sending the car about the road.

**Tesla**'s done just enough to freshen a car that's been on the go since 2017. But then its fans never seemed to mind its shortcomings. With so many more options available the pressure has piled on - and that price is doing a lot of heavy lifting. Sam Burnett

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