

## DRIVING

### WHAT IS IT LIKE TO DRIVE?

We'll level with you, it ain't much fun. But that's not what you want from an [electric estate](#), is it? Vauxhall knows this, and so hasn't put driver enjoyment on page one of its priorities. It might not even be on page two. Or three. Or...

The steering has a relaxed feel, and the only feedback it gives you is vibration from the road; nothing about what the tyres are doing. We've noticed this on some [Peugeots](#) as well, so it must be a Stellantis family trait. There's a bit of roll through corners, but it's predictable and easily managed by not driving so quickly. Slow down you loon!

The brakes are well judged, giving you good feel that helps avoid jerky stopping. [Regen braking](#) is pretty seamless too, though you only get one level and no paddles to adjust anything, which is a bummer.

### IS IT COMFY?

As with the [hatch](#), the ride's pretty firm and doesn't isolate you very well from bumps and ruts in the road. You won't be thrown around inside the cabin at least, and the Astra Sports Tourer won't identify microscopic imperfections in the road if it happens to be relatively smooth.

It's pretty quiet in here too (soundproofed windscreen ahoy) although we noticed a bit of road noise creeping in above 60mph.

### HOW FAST CAN I GO?

Oh you've picked the wrong car to be in a hurry in, sunshine. 154bhp and 199lb ft from the single motor is enough for 0-62mph in 9.2 seconds. Pretty leisurely, then. There's enough gusto for motorway overtakes, but not much else. We're obliged to tell you - for reasons we forget - that the top speed is 105mph. You won't ever do that. Unless *War of the Worlds* actually happens and society breaks down, or something.

The more pertinent question is 'What's the range like?'

### OKAY, WHAT'S THE RANGE LIKE?

On paper you're promised 256 miles from a 54kWh battery. But you don't drive on paper, you drive on asphalt. And on the latter we saw efficiency of 3.3mi/kWh on a chilly day (that detail is

important, [as explained here](#)), amounting to about 180 miles of range all in, and 4.3mi/kWh in sunnier climes, or around 230 miles. So not groundbreaking, but not awful. And let’s face it, can any man, woman or child’s bladder last 200 miles between loo breaks?

Vauxhall can credit liquid cooling and *relative* lightness (it’s almost half the weight of a [Cybertruck](#), though admittedly that’s more a product of the Tesla’s beastliness) for its decent showing here.

## HIGHLIGHTS FROM THE RANGE

### THE FASTEST

115kW Griffin 54kWh 5dr Auto

0-62	9.2s
CO2	0
BHP	154.2
MPG	
Price	£37,140

View all specs

### THE CHEAPEST

115kW Griffin 54kWh 5dr Auto

0-62	9.2s
CO2	0
BHP	154.2
MPG	
Price	£37,140

View all specs

### THE GREENEST

115kW Griffin 54kWh 5dr Auto

0-62	9.2s
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CO2	0
BHP	154.2
MPG	
Price	£37,140

[View all specs](#)

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01

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