

BUYING

WHAT SHOULD I BE PAYING?

The Vauxhall Astra Electric Sports Tourer starts at a snip under £37k. That's actually cheaper than when it was first launched thanks to a new entry-level trim, designed to make it more accessible.

Even so, it's still six whole grand more expensive than an [MG5](#). But it's around £3k cheaper than a [Peugeot e-308 SW](#), and significantly less than a [Volkswagen ID.7 Tourer](#) and [Porsche Taycan](#). So there's that.

WHAT'S THE DIFFERENCE BETWEEN KIT?

Griffin is Vauxhall's new base trim, and as standard you get LED head, tail and daytime running lights, 18-inch wheels, tinted rear windows, roof rails, heated steering wheel and front seats, Apple CarPlay and Android Auto, wireless smartphone charging, front and rear parking sensors, rearview camera and numerous active safety gizmos.

Oh, and that 10-inch touchscreen 'n' instrument cluster combo is included too, so no need to fork out extra just to fill the expanse of that dash-mounted panel. Yeah, not so base trim after all. It's actually a better spec on paper than the previous entry-level Design trim (you lose the tinted rear windows and roof rails, for example), which starts from £39,995. Though you do get a wallbox thrown in.

The mid-spec GS trim starts from £42,345. It adds black roof, alloys (ergh) and badging, electric and heated mirrors, keyless entry and start, sports seats and pedals (we're not sure why either), split fold rear seats with ski pass, Vauxhall's Pure Panel Pro display, 360-degree camera, ambient lighting and dual zone climate control.

Top-spec Ultimate cars begin from £45,460. At this point there surely isn't much more kit Vauxhall could lob into the Astra ST, but adaptive LED pixel headlights find their way in, as does a head-up display, a heated windscreen, an electric driver's seat, Alcantara on the seats and doors, a panoramic roof, and powered tailgate.

In each case, the estate is £2,200 more than the Astra hatch.

AND WHAT WOULD CHEF RECOMMEND?

Honestly the entry-spec Griffin comes with plenty, so go with that. Vauxhall has been canny by making the gaps between all three trims on finance - which, let's face it, is probably how you'll be buying this car - temptingly narrow.

As a guide, you're looking at around £380 per month for the base car. Design spec is just £10 more, mid-spec GS is £15 a month again, and Ultimate around £450 all in. That's with £5k down up front, 8,000-mile yearly limit and repayments over a five-year term.

HOW MUCH IS A TOP-UP COSTING ME?

Depends where you do the topping up. Plug in at home and a full charge [should cost you](#) under £20; less if you can get onto one of those energy schemes with the dirt cheap overnight tariffs. Use a public rapid charger and your bill might be double that. Occasional use won't be an issue, but if you *rely* on these then you'll quickly begin to wonder if an old diesel might've made more sense.

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