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The Mitsubishi Outlander 2WD with big car benefits yet small car running costs. A frugal, yet punchy 2.2 diesel engine returns 46.3mpg on the combined cycle and costs just £165 a year in road tax. If that is not enough, we'll even give you a year's free fuel³.

Outlander 2WD Range £21,418 – £22,743² with 0% APR Representative Finance¹

Finance plans are only available through Finance Mitsubishi, 116 Cockfosters Road, Barnet, EN4 0DY and are subject to status to customers aged 18 and over. Finance Mitsubishi is part of Lloyds TSB Asset Finance.

1. 0% APR Representative finance requires a 50% deposit, other offers are available – ask for details. Indemnities may be required.

2. List prices shown include VAT (at 20%), exclude VED and First Registration Fee, Metallic paint extra. £21,418 for an Outlander 2WD GX3 manual and £22,743 for an Outlander 2WD GX3 leather manual. Model shown is an Outlander 2WD GX3 manual. 3. Offer applicable on Outlander 2WD models only. The allowance for the free fuel will be deducted from your invoice. The allowance is equivalent to the value of fuel to cover 10,000 miles, and is based on the average of the combined fuel consumption figures of the respective model. Fuel cost based on Diesel at 141.14p per litre as per UK average on 7/12/11 on www.petroprices.com. Actual fuel consumption will vary with load, road conditions, driving style and other factors. Offers are only applicable in the UK (excludes NI, Channel Islands & L.O.M.), on new retail sales only, subject to availability, whilst stocks last and may be amended or withdrawn at any time. Prices correct at time of going to print. Offers available at participating dealers only from 1st January – 31st March 2012.

Outlander 2WD fuel consumption in mpg (l/100km): Urban: 37.2 (7.6), Extra Urban 53.3 (5.3), Combined 46.3 (6.1). CO₂ emissions 162 g/km.

IN THE DRIVING SEAT



ROAD TRIP!

Tim Barnes-Clay gives the lowdown on the latest seven seater SUV to hit the motoring market.

There are 4x4s and there are hardcore mud-pluggers. Mitsubishi's Outlander 2.2 Di-D GX4 SST falls somewhere in-between. The SUV (Sport Utility Vehicle) crossover is too handsome and well-mannered to be hammered across fields, rocks and hills every day, but it is more than capable of handling slippery winter roads and muddy fields with ease. It is also robust and powerful enough to be used as a decent towing vehicle.

Based on the same new platform as the even better looking ASX, the well-built Outlander bridges the gap between Mitsubishi's conventional passenger cars and its hardcore off-roaders, like the Shogun and L200. Practical, versatile, dynamic, fun to drive, the Outlander is as perfect for the school run as it is for gobbling up luggage and venturing off the tarmac.



By **Tim Barnes-Clay**
Motoring Writer
@carwriteups

With an efficient 2.2-litre turbo diesel engine, this SUV offers respectable, although not mind-blowing, performance – it takes a yawn-inducing 11.1 seconds to get from a standing start to 62 mph. That said, you won't be buying a vehicle like this to see how fast it can get off the lights! Fuel economy and low emissions are excellent – I got around 39 mpg out of it over the week I drove it. The new diesel engine also brings with it a choice of two six-speed gearboxes – there's a manual, or the quick, slick Twin-Clutch Sports Shift Transmission (TC-SST).

The Outlander's off-road capabilities are thanks to its All Wheel Control (AWC) technology. The system is designed to allow it to perfectly tackle all weather conditions – providing maximum traction, safety and stability in snow, on ice, in heavy rain, on mud, or finding the best possible grip in the dry. AWC oversees the operation of the electronically-controlled 4WD system, the ABS braking with Electronic Brake Distribution and the high-tech Active Stability and Traction Control systems, ensuring first-rate security and optimum sure-footedness. Plus, operation couldn't be easier, with a rotary controller allowing you to toggle between three settings in an instant: 2WD, using only front wheel drive, for maximum fuel economy on dry paved roads; 4WD, shifting 30 per cent of available torque to the rear wheels for added traction on slippery surfaces; and LOCK mode, with torque shifted to the rear wheels up to 50 per cent on demand, for extreme weather or unanticipated terrain.



Aesthetically, the Outlander looks good from the outside. A bold, distinctive jet fighter grille and headlamps make it stand out from its competition. A sleek profile, flared wheel arches and LED wrap-around tail lights further enhance its visual appeal. Handy touches such as its integrated roof-rails and its split tailgate make you warm to this Mitsubishi even more. Inside, it has a sporty elegance; soft padding around the centre instrument panel and door trim, as well as silver accents either side of the audio system and along the door panels.

Behind the wheel, the Outlander has a commanding driving position, yet, because of its excellent manners and road holding, it seems like a conventional car. The hooded instrument binnacle, within which nestle dials taking inspiration from motorcycle design, creates the perfect driving environment. Comfort behind the multi-function steering wheel is high, being adjustable for both rake and reach, while rear seat passengers benefit from leg and headroom. And there's the Fold2Hide third row of seats, which simply collapse out from beneath the floor to provide an extra pair of seats (with integrated head rests), allowing seven people to travel in style. And, with the rear seating folded back, the Outlander offers a maximum of 1,691 litres of baggage space – enough to pack in two mountain bikes!

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