

Seat ateca cupra performance

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The Cupra Ateca has no business being this good to drive. In fact, we reckon it's the finest-handling car in its class, although there aren't many performance SUV rivals. There are six driving modes to choose from - Normal, Sport, Cupra, Snow, Off-Road and Individual - but Cupra is the setting you'll require to enjoy the Ateca at its most impressive and aggressive. In this mode, the steering and throttle are sharper, the gear shifts are quicker and the exhaust note is enhanced, delivering a proper hot hatch feel. Best fast family cars on sale. Body lean is kept in check, while the 4Drive all-wheel drive system delivers a huge amount of grip, which serves to inspire even more confidence in the drive. There's even an Off-Road mode, although the combination of 19-inch wheels and low profile tyres won't allow you to venture too far off the beaten track. Instead, revel in the Cupra Ateca's on-road prowess, where only the non-communicative steering threatens to spoil the party. In every other respect, it's terrific fun, with brilliant off-the-line pace, superb handling and a pleasingly firm ride. Even the seven-speed DSG gearbox, so often a party-pooper, feels at home in the Cupra, being both fluid at low speeds and decisive when you're pressing on. It can't mix it with the likes of the Honda Civic Type R or Hyundai i30 N - that was never the intention - but it bridges the gap between the MINI Countryman JCW and the Porsche Macan. And that's high praise. Any thoughts that the Cupra Ateca is little more than a tarted-up SEAT SUV are soon forgotten when you hit the accelerator. The 296bhp 2.0-litre four-cylinder turbocharged engine is lifted from the Volkswagen Golf R hot hatch, giving this SUV a real turn of pace. The 0-62mph time is polished off in 5.2 seconds - quick enough to trouble most self-respecting hot hatches. In reality, it feels even quicker, especially if you keep the rev-counter between 3,500 and 6,000rpm. In fact, the faster you go, the more exhilarating it becomes, especially in Cupra mode, when the quad exhaust tips produce a raucous soundtrack. What's all the more remarkable is that the Cupra sounds so docile at lower speeds. The top speed is 153mph. So long as you choose the more comfortable of the two suspension settings, the Cupra Ateca is surprisingly supple for a sports SUV; you never find yourself cursing expansion joints or avoiding roads you know to be littered with potholes. It's noticeably smoother than the jittery BMW X2 M35i and doesn't feel much firmer than a regular SEAT Ateca on big wheels. That said, the Cupra Formentor is even plusher, remaining pliant and well-damped even when you're in its most extreme Cupra mode. There's some road noise when you get up to motorway speeds, but no more than in the more sedate SEAT Ateca. Meanwhile, the engine's muted nature means you barely hear a peep from it at a steady cruise - in our tests it clearly generated less road noise than the T-Roc R. We've had a few years to digest the notion of Cupra as a standalone high-performance brand in the VW stable, in that time expanding its range to include a new Leon and the bespoke Formentor. But the Ateca got there first, and has recently undergone a subtle nip and tuck to keep it fresh. The most obvious change is its new face, but there are also some trim updates, new interior tech and a high-flying £45k flagship model. Under the skin, though, its hardware is little different to that seen in the 2018 Ateca, and in 2021 this SUV sits amongst an increasingly crowded segment of evermore talented rivals. Leveraging the VW Group technological toolkit, Cupra calls it, but whatever the semantics the Cupra's powertrain is as effective as it is predictable. The combination of the familiar 296bhp 2-litre EA888 engine with the seven-speed DSG twin-clutch 'box and a front-biased four-wheel-drive system gives this Ateca very useful performance for a small SUV. Thanks to some software changes to the transmission the updated car is 0.3sec quicker to 62mph, arriving in 4.9sec, with a top speed of 155mph. British Cupra dealerships are no longer able to fit the Abt performance kit to the powertrain directly, but the pack which ups the engine to 345bhp is still available through UK third party suppliers. As part of the 2021 range update, the Ateca is available in three trim levels, with the only technical upgrade being fitment of an updated set of Brembo calipers gripping larger 370mm discs (+30mm) on the front axle for the top-spec VZ3. The updated brakes are optional on lesser models. Unfortunately, along with the update, the Ateca Cupra's Akrapovic exhaust system has been removed from sale, for now. The package is otherwise standard VW Group fare, with MacPherson front and multi-link rear suspension on adaptive dampers and a resolutely front-biased all-wheel-drive system that does without any clever torque vectoring differentials. SEAT Ateca review SEAT Ateca review Something that Cupra has always done well, however, is its variable driver modes, which here extend beyond the usual normal, Sport and Cupra modes to also incorporate a low-grip mode and the crucial ability to pick and choose between each variable element. With passive dampers, this only includes the powertrain, dampers, steering, engine noise and, oddly, the air conditioning. It's also worthwhile mentioning the transmission's sport mode also works independently of the selected drive modes, which is another likeable VAG standardisation. At the risk of sounding predictable, with any Volkswagen Group vehicle on a MQB platform with this powertrain combination there is a fairly consistent baseline to how they drive. The engine is inherently strong and responsive, and while there is a touch of lag to overcome the delivery is linear, and extends right to the 6600rpm red line. The transmission isn't the most intuitive of the DSGs, but once into its stride the shifts are sharp and the shift software well calibrated. The adaptive dampers do an admirable job of smoothing out the ride in softer settings, but inevitably induce an aggressive rebound motion in Cupra mode as they attempt to deal with the higher centre of gravity and increased body roll of an SUV being driven quickly. Where the suspension lacks finesse is with its poor secondary ride, with a brittleness over rough sections that can jar, even in the dampers' slackened setting. As speeds rise, this also translates as a leaden feel to its wheel control. The steering is smooth in response, light and free of feel, while brake response is soft underfoot even with the optional Brembo set-up, which nevertheless does stop the car well repeatedly from higher speeds. But the whole package is feeling pretty old hat. The cabin is ancient, sharing the same layout and design with a Leon that's now two years out of production. The new infotainment system does little but remove some of the physical controls, and makes the interface harder to navigate than before, plus it has the same odd driving position that makes you feel like you are pitched over the steering wheel - something shared with the Audi Q3 and Volkswagen Tiguan, and clearly a quirk of the MQB's SUV derivatives. All is not lost though, as experience in the previous Limited Edition model fitted with the combination of the Akrapovic exhaust, Abt power pack and those Brembos actually made for a very entertaining, if still flawed, driving experience. Each of those components added another 20 percent of capability to the package, the exhaust adding some welcome aggression to the soundtrack. Unfortunately, that model was pushing on for nearly £50k as specified, which is an astounding amount of money for a small SEAT SUV. At £38,600 the Cupra Ateca is an expensive enterprise no matter the spec, but go for the upper VZ3 model and it'll cost from £45,520 before paint. This puts it within a few hundred pounds of VW's new £45,910 Tiguan R, which shares much of the Ateca's oily bits, but features an updated version of the same engine, a torque vectoring rear differential and a few other trinkets. Audi's 394bhp RS Q3 is then only a few thousand more at £50,810, and packs a superb five-cylinder engine as a major point of difference. Looking downwards slightly, VW also has the T-Roc R priced from £40,735 in its stable, but it's smaller and more of a rival for the smaller Cupra Formentor, which is where the Ateca's biggest threat lies. The Formentor might be slightly smaller, but it's the superior car, both by showroom standards - its interior is superb, and the tech, although still annoying, far better integrated - and on the road, where its spread of ability and driving experience feels a level up in sophistication and execution. It's also distinct from other SEAT models, which is where the whole notion of Cupra has to appeal if it's going to justify its higher price points. Those with young families will understandably always be drawn towards an SUV, but in pure load carrying terms it's also worth noting that a VW Golf R Estate offers a greater load capacity (605 v 510 litres) - and it's a much, much better drive. Meanwhile, saloons may be out of fashion in the mainstream market, but a delectable Alfa Romeo Giulia Veloce starts at £40,195. Cupra undocked from the SEAT mothership and became a brand in its own right a couple of years back. Of course it didn't suddenly start building cars from scratch. It may have swapped the SEAT badge for one resembling a dubious tattoo, but underneath the brand veneer most of its cars so far (with the notable exception of the Formentor) are adrena-listed versions of SEAT's regular showroom models. Take the Ateca, the first car to wear a Cupra badge. To SEAT's best-selling and generally excellent five-seat crossover Cupra added a 2.0-litre turbocharged petrol engine - you know the one from literally every other fast VW Group thing - making 296bhp and 295lb ft. All-wheel drive and a quick-shifting seven-speed dual-clutch automatic gearbox means it does 0-62mph in an amusing 4.9 seconds and tops out at 153mph. Obviously the chassis has been beefed-up to cope with the extra oomph - adaptive damping is standard, and you can spec mighty 18-inch Brembo brakes. Advertisement - Page continues below 2020's facelift brings no game-changing mechanical alterations, which is fine. New bumpers, LED lights and, inside, more modern infotainment are the headline updates. It's the same facelift SEAT gave the normal Ateca at around the same time. Click on these blue words to read our review of the standard car. When it was launched the Cupra Ateca cost £35,900 in basic form. Which wasn't too bad at the time because when you looked at the Venn diagram of price, proportions and performance, the Ateca lived in a little world of its own. To get vaguely comparable speed and power from any other medium-sized SUV, you had to spend £50k+ on a Porsche Macan S or an Audi SQ5. But now it costs nearer £40,000. And there's more competition. Mainly from within the Volkswagen Group itself, in the form of the Volkswagen T-Roc R, Tiguan R and Audi SQ2 (which is on the smaller side, but still very much there in performance terms). But also from the more expensive still Mercedes-AMG GLA 35, BMW X2 M35i and Mini Countryman JCW. Then there's the elephant in the room - the Cupra Formentor. So how does the Cupra measure up against the newer competition? Advertisement - Page continues below Cupra 2.0 TSI 5dr DSG 4Drive £35,330 Cupra Ateca is quick, practical and handles pretty well. But suffers in comparison to its younger, smarter sibling 'The Cupra Ateca is a quick and capable crossover in the oversized mould of a hot hatch. Neatly engineered and competent, it's a practical and swift family car. Not the most engaging, but fun enough to pedal along a B-road once you've dropped the kids off at school. We like it. It's pretty subtle, too, with few clues beyond the big wheels, quad-exhausts and badge (which the Great British public still seem to struggle with) that it has almost 300bhp and will do 0-62mph in under five seconds. But that subtlety could prove problematic. Unlike the Ateca there is no SEAT version of the newer Formentor, so its silhouette will be a rarer sight on Britain's roads. Plus it's sexier-looking, feels more modern inside, is still plenty practical and costs a similar amount of money. Then there's the T-Roc and Tiguan R, which have the benefit of a recognisable badge...

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