

## CAR TAX EMISSIONS BANDS AT A GLANCE

KEY: Tax band (A,B,C,D etc) / CO<sub>2</sub> emissions (grams per km) / Cost for 12 months VED

• A Up to 100 FREE • B 101-120 £35 • C 111-120 £35 • D 121-130 £120 • E 131-140 £120 • F 141-150 £125 • G 151-165 £150 • H 166-175 £175 • I 176-185 £175 • J 186-200 £215 • K 201-225 £215 • L 226-255 £405 • M Over 255 £405

Cars registered on or after 1st March 2001 are taxed according to their emissions. Cars registered between March 2001 and March 2006 that produce more than 225 g/km CO<sub>2</sub> are listed in band K for 2009 and 2010, but will move to L and M beyond this point providing Government policy does not change.

NOVA	BUILT	ENGINE	ENGINE CONFIG	FUELLING	DRIVEN WHEELS	BHP	TORQUE	KERB WEIGHT	0-60	MAX SPD	ON SALE	PRICE NEW	INS GRP	CO <sub>2</sub> BAND
13 SR	ZARAGOZA, SPN	13N	OHC 8V	CARB	FWD	69/5800	74/3800	775	10.8	103	83-88	£5,199	5	-
14 SR	ZARAGOZA, SPN	14NZ	OHC 8V	CARB	FWD	71/5600	79/3000	801	10.5	104	88-92	£7,642	7	-
<b>The original sporting Novas were massively popular, but are becoming increasingly hard to find. Fantastic fun, with a low insurance group.</b>														
14 SRi	ZARAGOZA, SPN	C14SE	OHC 8V	MPI	FWD	80/5800	83/3400	811	10	109	90-92	£8,960	7	-
<b>With the 1990 facelift the injected SRi was sold alongside the carb'ed SR.</b>														
16 GTE	ZARAGOZA, SPN	E16SE	OHC 8V	MPI	FWD	98/5600	99/3400	834	9.1	117	88-90	£8,180	11	-
<b>Vauxhalls baby hot hatch. A great little blend of performance and handling, original examples are becoming increasingly sought after.</b>														
16 GSi	ZARAGOZA, SPN	C16SE	OHC 8V	MPI	FWD	98/5800	99/3400	887	9	118	90-92	£10,970	11	-
<b>The facelifted successor to the GTE had a more modern interior and bodystyle. Could do with a bit more power, but the possibilities are endless.</b>														
13 Sport	ZARAGOZA, SPN	13N	OHC 8V	TWIN CARB	FWD	87/5800	84/4200	750	8.9	112	1985	£5,799	-	-
<b>Rally homologation special which is the rarest and most sought after Nova, has excellent twin 40 carb and motorsport pedigree. Now rightfully considered a classic.</b>														
15 TD VARIOUS	ZARAGOZA, SPN	15DTH	OHC 8V	TURBO D	FWD	65/4600	97/2600	855	13.0	103	89-92	£8210 (Merit)	6	-
<b>The TD Nova was a revelation when launched, offering excellent performance and 50+ mpg. Noisy and smoky but you can tune them up quite a bit!</b>														
<b>CORSA B</b>														
14 SRi	ZAR, SPN/EIS, GER	C14SE	OHC 8V	MPI	FWD	80/5800	84/3400	900	11.5	108	92-95	£8,900	6	-
14 SRi/Sport 16V	ZAR, SPN/EIS, GER	X14XE	DOHC 16V	MPI	FWD	88/6000	92/4000	910	10.5	118	95-97	£10,250	6	-
<b>Massively popular hatch, originally with 8V engine, updated to 16V Ecotec in Sep 95. List of aftermarket modification equipment second to none. Watch for thrashed ones.</b>														
16 GSi	ZAR, SPN/EIS, GER	C16XE	DOHC 16V	MPI	FWD	107/6000	110/3800	975	9	121	92-96	£10,970	11	-
<b>Equipped with the fantastic C16XE, Ecotec after Aug 94. Looks good, loads of potential for performance.</b>														
16 SPORT 16V	ZAR, SPN/EIS, GER	X16XE	DOHC 16V	MPI	FWD	104/6000	109/4000	981	9.5	119	96-97	£11,630	10	-
15 TD various	ZAR, SPN/EIS, GER	15DTH	OHC 8V	TURBO D	FWD	65/4600	97/2600	943	13	103	92-97	£8060 (LS)	5	-
<b>CORSA C</b>														
12 SXi	ZAR, SPN/EIS, GER	Z12XEP	DOHC 16V	MPI	FWD	73/5600	92/4000	1044	10.5	112	00-06	£11,555	5	G/F
14 SRi/SXi	ZAR, SPN/EIS, GER	Z14XEP	DOHC 16V	MPI	FWD	88/6000	81/4000	1004	12	106	00-06	£10,065	4	H
<b>The smaller engine sporting variants of the current Corsa offer decent pace with high quality trim.</b>														
18 SRi	ZAR, SPN/EIS, GER	Z18XE	DOHC 16V	MPI	FWD	123/5600	121/4400	1082	8	126	00-06	£13,650	9	J/I
<b>The range topping Corsa does everything well, but it could have been a bit hotter performance wise. The OPC/GSi never appeared, which was a shame.</b>														
13 SXi CDTi	ZAR, SPN/EIS, GER	Z13DT	DOHC 16V	TURBO D	FWD	70/4000	125/2000	1079	13.5	102	03-06	£10,745	4	C
17 SRi CDTi	ZAR, SPN/EIS, GER	Z17DT	DOHC 16V	TURBO D	FWD	100/4400	177/2300	1164	10.5	116	03-06	£11,995	6	E
<b>The common rail diesels are a genuine performance option. 0-60 times don't tell the story, the 1.7 is only 0.8 of a sec slower than the 1.8 SRi from 30-70.</b>														
<b>CORSA D</b>														
14 SXi	EISENACH, GER	Z14XE	DOHC 16V	MPI	FWD	88/5600	92/4000	1079	11.8	107	06-	£11,704	4	F
<b>The 1.4 engine struggles with the weight, so don't expect much in the way of performance. Excellent handling and refinement make up for it.</b>														
16 SRi Turbo	EISENACH, GER	Z16LER	DOHC 16V	TURBO	FWD	148/6000	192/1800	1194	8.2	130	07-	£14,510	13	J
<b>Much cheaper than a VXR, and can be tuned to the same level due to identical mechanicals. Don't spec one without air con though!</b>														
17 CDTi SRi	EISENACH, GER	Z17DTH	DOHC 16V	CRD	FWD	123/4000	206/2300	1217	9.3	121	06-	£15,105	7	D
<b>The diesel SRi is slightly disappointing in standard form, it's not all that quick, or smooth.</b>														
16 VXR	EISENACH, GER	Z16LET	DOHC 16V	TURBO	FWD	189/6000	192/1800	1223	6.8	140	07-	£15,861	16	J
<b>Finally, Vauxhall have built a properly hot small hatch. Great fun to drive, and responds superbly to tuning.</b>														
<b>TIGRA MK1</b>														
14 16V	-	X14XE	DOHC 16V	MPI	FWD	88/6000	92/4000	1010	10.5	118	94-98	£10,990	11	-
16 16V	-	X16XE	DOHC 16V	MPI	FWD	104/6000	109/4000	1030	9.5	126	94-98	£13,250	13	-
<b>The Tigra scored a big hit, being praised as stylish and good to drive. Becoming increasingly popular with modifiers now as an alternative to a small hatch. Has big potential.</b>														
<b>TIGRA MK2</b>														
14 16V	CERIZAY, FRANCE	Z14XEP	DOHC 16V	MPI	FWD	88/6000	92/4000	1160	12.4	112	04-	£13,750	9	F
13 CDTi	CERIZAY, FRANCE	Z13DTR	DOHC 16V	CRD	FWD	70/4000	125/2000	1203	15.5	104	04-	£14,595	8	D
18 16V SPORT	CERIZAY, FRANCE	Z18XE	DOHC 16V	MPI	FWD	123/5600	121/4400	1190	9.4	127	04-	£15,350	12	I
<b>New Tigra features folding metal roof which turns the car into an open topped roadster at touch of a button.</b>														
<b>ASTRA MK1</b>														
16 SR	ELLESMERE, ENG	16S	OHC 8V	CARB	FWD	88/5800	93/3800	950	11.8	104	82-84	£5,867	9	-
18 GTE	ELLESMERE, ENG	18E	OHC 8V	MPI	FWD	113/5800	111/4800	980	9	116	83-84	£6,873	12	-
<b>The first FWD Vauxhall played an important part in the company's revival. Clean, squared off lines look better than ever and the car has an enthusiastic fan-base.</b>														
<b>ASTRA MK2</b>														
16 SR (SXi 90 on)	ELLESMERE, ENG	16S	OHC 8V	CARB	FWD	88/5800	93/3800	940	11	111	84-86	£6,490	7	-
18 GTE	ELLESMERE, ENG	18E	OHC 8V	MPI	FWD	113/5600	116/3000	950	8	126.5	84-86	£7,344	12	-
<b>The Mk2 caused a sensation when launched thanks to its aerodynamic styling and class leading 0.30cd drag. 1.8 GTE figures above are genuine, recorded by Performance Car magazine.</b>														
18 SRi (SXi 90 on)	ELLESMERE, ENG	18SE	OHC 8V	MPI	FWD	111/5600	117/3000	970	8.5	123	87-91	£8,127	11	-
20 GTE	ELLESMERE, ENG	20SE	OHC 8V	MPI	FWD	122/5600	127/2600	960	8.4	127	87-91	£9,999	12	-
<b>Revised model range gave the Astra even more flexibility. 1.8 litre cars have ultra close ratio gears, 2.0 8v a strong performer.</b>														
20 16V GTE	ELLESMERE, ENG	20XE	DOHC 16V	MPI	FWD	153/6000	150/4800	997	7	137	88-91	£12,190	15	-
<b>One of the most aggressive hot hatches of the era, the 16v goes like a rocket. Weighing just 997kg and wearing 185/65/14 tyres it's not for the faint hearted. Classic.</b>														
20 16V Champion	ELLESMERE, ENG	C20XE	DOHC 16V	MPI	FWD	147/6000	150/4800	1035	7.3	137	90-91	?	15	-
<b>Champion is special edition with Connolly leather, wheels and Metallic paint. Well sought after. 16Vs got cat after Aug 1990</b>														
20 Convertible	GRUGLIASCO, ITA	20NE	OHC 8V	MPI	FWD	113/5600	129/3000	1045	9	120	88-93	£12,890	12	-
<b>Bertone convertible a cheap way to get the sun on your head, also available in 1.6 form.</b>														
<b>ASTRA BELMONT</b>														
16 SX	ELLESMERE, ENG	16S	OHC 8V	CARB	FWD	82/5400	96/2600	950	12	109	90-91	£10,660	8	-
18 SRi (SXi 90 on)	ELLESMERE, ENG	18SE	OHC 8V	MPI	FWD	111/5600	117/3000	970	9	121	87-91	£10,140	11	-
<b>Booted version of the Astra never really caught on but some say it handles better than the hatch. Huge boot, but rare in sporting trim</b>														
18 LXi Estate	ELLESMERE, ENG	18SE	OHC 8V	MPI	FWD	111/5600	117/3000	1025	10	118	89-90	£9,930	11	-
<b>Same spec as SRi, including close ratio gears. As loved by window cleaners in a hurry everywhere.</b>														
<b>ASTRA MK3</b>														
14 Si	ELLESMERE, ENG	C14SE	OHC 8V	MPI	FWD	80/5800	83/3400	1014	12	109	91-94	£10,690	7	-
16 Si (Cesaro 93 on)	ELLESMERE, ENG	C16SE	OHC 8V	MPI	FWD	98/5800	99/3400	1039	10.5	118	91-94	£11,010	8	-
<b>Si models came in 3-door, 5-door, saloon and estate. Nice trim and spec, Cesaro hatch only.</b>														
20 SRi (Cesaro 93 on)	ELLESMERE, ENG	C20NE	OHC 8V	MPI	FWD	113/5400	123/4000	1060	9	124	91-93	£12,350	11	-
<b>The mk3 SRi is a nice car but looks dull. Rare estates don't have the close gears of the hatch/saloon. Any model makes a good budget buy.</b>														
18 16V Cesaro	ELLESMERE, ENG	C18XE	DOHC 16V	MPI	FWD	125/5600	124/4800	1125	8.5	126	1994	£12,980	14	-
<b>Rarely seen five door only model, the red top 1.8 provides surprising performance. Could be worth a look if you want something a little different.</b>														



Nova SR 1.3



Nova GTE



Corsa GSi



Corsa D



Tigra



New Tigra

	BUILT	ENGINE	ENGINE CONFIG	FUELLING	DRIVEN WHEELS	BHP	TORQUE	KERB WEIGHT	0-60	MAX SPD	ON SALE	PRICE NEW	INS GRP	Co2 BAND
18 16V GSi	ELLESMERE, ENG	C18XE	DOHC 16V	MPI	FWD	125/5600	124/4800	1118	8.5	126	93-95	£12,990	14	-
<b>Lower spec than the 2.0 but still a good car. Have been known to produce 140bhp + on rolling roads in standard form!</b>														
20 16V GSi	ELLESMERE, ENG	C20XE	DOHC 16V	MPI	FWD	147/6000	144/4800	1135	7.5	137	92-95	£15,600	15	-
<b>The GSi has greater refinement, safety and build quality than the GTE. Still only weighs 1135kg and surprisingly compact when compared to new cars. Looks great, but bad for rust.</b>														
16 16V Sport	ELLESMERE, ENG	X16XE	DOHC 16V	MPI	FWD	99/5600	111/3600	1073	9.4	120	95-97	£12,160	9	-
18 16V Sport	ELLESMERE, ENG	X18XE	DOHC 16V	MPI	FWD	113/5400	123/4000	1132	9	124	95-97	£12,870	12	-
20 16V Sport	ELLESMERE, ENG	X20XE	DOHC 16V	MPI	FWD	134/5600	138/3200	1152	8.5	127	95-97	£14,170	13	-
17 TDS Sport	ELLESMERE, ENG	17DT	OHC 8V	TURBO D	FWD	81/4400	124/2400	1168	12.5	107	96-97	£12,985	9	-
<b>Sport models were an attempt to try and lower insurance premiums. All are well specified. Looks nice in Pineapple Yellow.</b>														
20 16V GSi Ecotec	ELLESMERE, ENG	X20XE	DOHC 16V	MPI	FWD	134/5600	138/3200	-	8.5	127	1997	£15,670	14	-
<b>Limited edition run-out model resurrected the GSi name.</b>														
20 Convertible	GRUGLIASCO, ITA	C20NE	OHC 8V	MPI	FWD	113/5400	125/2600	-	10	120	93-97	£15,800	15	-
18 Convertible 18	GRUGLIASCO, ITA	X18XE	DOHC 16V	MPI	FWD	113/5400	123/4000	-	10.2	120	93-97	£16,220	13	-
<b>Great looking Mk3 drop-top let down slightly by lack of performance option from the factory. Good build quality, well liked when new.</b>														
<b>ASTRA MK4</b>														
16 Sport/SXi	ELLESMERE, ENG	X16XL	DOHC 16V	MPI	FWD	99/6000	111/3600	1160	10.5	117	98-04	£13,920	5	H/G
18 Sport/SXi	ELLESMERE, ENG	X18XE	DOHC 16V	MPI	FWD	113/5400	123/4000	1190	9.0	125	98-00	£14,620	8	-
18 SXi/SRi	ELLESMERE, ENG	X18XL	DOHC 16V	MPI	FWD	123/5600	125/3600	1190	8.5	127	00-04	£14,795	9	J/I
<b>Both 1.6/8 offer good performance. SXi's hugely popular. Boasting excellent spec, low ins group and being great to drive makes the mk4 Astra one of the most popular cars in the UK</b>														
20 SRi	ELLESMERE, ENG	X20XE	DOHC 16V	MPI	FWD	134/5600	138/3200	1180	8.3	130	98-00	£16,000	12	-
22 SRi	ELLESMERE, ENG	Z22SE	DOHC 16V	MPI	FWD	144/5800	149/4000	1210	8.0	133	00-04	£16,045	13	K/J
<b>Getting warmer, the SRi is a highly capable hot hatch. The 2.2 won What Car?'s 'hot hatch of the year' twice. Strangely overlooked, try one and be impressed.</b>														
20 SRi Turbo	ANTWERP, BEL	Z20LET	DOHC 16V	TURBO	FWD	189/5400	184/1950	1250	7.0	149	2002	£16,495	15	K
<b>Only 500 SRi Turbos were made but they finally gave the well engineered mk4 chassis the power it always craved. Lack of traction control switch annoying.</b>														
20 GSi Turbo	ANTWERP, BEL	Z20LET	DOHC 16V	TURBO	FWD	197/5400	184/1950	1250	6.9	149	2002-04	£16,495	15	K
<b>The GSi is a fantastic car but it should have been on sale about two years before it finally arrived. Very tunable.</b>														
20 DTi SRi/SXi	ELLESMERE, ENG	Y22DT	OHC 16V	TURBO D	FWD	99/4000	170/2500	1285	11	117	2002-04	£15,195	7	G
<b>Tunable 2.0 diesel engine has a lot of potential, flexible in standard form too. Shame they never fitted the 2.2.</b>														
<b>ASTRA MK4 COUPE</b>														
18 Coupe Edition	GRUGLIASCO, ITA	Z18XE1	DOHC 16V	MPI	FWD	123/5600	125/3800	1205	8.5	130	00-04	£16,150	9	J
22 Bertone Edition	GRUGLIASCO, ITA	Z22SE	DOHC 16V	MPI	FWD	144/5800	149/4000	1223	8	135	00-04	£17,650	12	K
20 Turbo Edition	GRUGLIASCO, ITA	Z20LET	DOHC 16V	TURBO	FWD	190/5400	184/1950	1270	7	152	00-04	£19,995	15	K
<b>Excellent coupe variant of the Mk4 carries on where Calibra left off. Great options list with Alcantara and three colours of leather available.</b>														
20 8 8 8	GRUGLIASCO, ITA	Z20LET	DOHC 16V	TURBO	FWD	190/5400	184/1950	1290	7	152	2001	£20,995	16	K
<b>Special edition to celebrate the BTCC success of 2001. Elbach suspension, OZ wheels with 235/40/17 tyres and Sparco seats included in. An absolute cracker.</b>														
20 Cabrio Turbo	GRUGLIASCO, ITA	Z20LET	DOHC 16V	TURBO	FWD	190/5400	184/1950	1415	7.5	145	2002-04	£19,995	16	K
<b>Build quality to rival BMW and Audi, the current convertible has made many friends. Also available in 1.8 and 2.2 form.</b>														
<b>ASTRA MK5</b>														
14 SXi	BOCHUM, GER	Z14XE1	DOHC 16V	MPI	FWD	89/5600	92/4000	1180	12.7	110	04-	£13,495	5	G/F
16 SXi	BOCHUM, GER	Z16XE	DOHC 16V	MPI	FWD	105/6000	110/3900	1215	11.3	115	04-	£13,995	8	G
18 SRi	BOCHUM, GER	Z18XE	DOHC 16V	MPI	FWD	125/5600	125/3800	1236	9.8	123	04-	£15,195	10	J
<b>The mk5 sets new standards for build and refinement. The handling is superb but the extra weight slows the car down a touch.</b>														
20 SRi Turbo 170	BOCHUM, GER	Z20NET	DOHC 16V	TURBO	FWD	170/5200	184/1950	1302	8.4	135	04-	£17,195	15	K
20 SRi Turbo 200	BOCHUM, GER	Z20LET	DOHC 16V	TURBO	FWD	200/5400	193/4200	1323	7.7	143	04-	£18,445	16	K
<b>Totally overshadowed by the VXR, but the five-door SRi is an excellent drive and well worth a look.</b>														
17 CDTi SXi/SRi	BOCHUM, GER	Z17DTR	DOHC 16V	TURBO D	FWD	100/4400	177/2300	1330	11.3	112	04-	£15,395	6	E
19 CDTi SRi	BOCHUM, GER	Z19DTR	DOHC 16V	TURBO D	FWD	120/3500	206/2000	1346	9.8	118	05-	£16,995	12	G/F
19 CDTi SRi 150	BOCHUM, GER	Z19DTH	DOHC 16V	TURBO D	FWD	150/4000	232/2000	1346	8.3	129	05-	£17,495	12	G/F
<b>Powerful common rail diesel engine mated to a slick 6 speed box makes for a potent and tempting combination. 150 version very quick.</b>														
20 VXR	BOCHUM, GER	Z20LEH	DOHC 16V	TURBO	FWD	237/5600	236/2400	1363	6.2	152	05-	£18,995	17	K
<b>One of the most eagerly awaited Vauxhalls ever, the VXR gives it's arch rivals a hard time.</b>														
20 VXR Nürburgring	BOCHUM, GER	Z20LEH	DOHC 16V	TURBO	FWD	237/5600	236/2400	1363	6.2	152	2008	£20,995	17	K
<b>Limited' run of 835 white Astras VXRs, with some extra trim, different wheels and a few stickers. The blaring Remus exhaust is the best part of the package.</b>														
<b>CAVALIER MK2</b>														
16 SR	ANT, BEL/LUT, ENG	16S	OHC 8V	CARB	FWD	90/5800	93/3800	1035	12	107	03-08	£5578	9	-
18 SRi early	ANT, BEL/LUT, ENG	18E	OHC 8V	MPI	FWD	113/5800	111/4800	1090	9	116	03-08	£6558	12	-
<b>Early SRi's are retro cool. SR 4-speed only, very rare.</b>														
16 LX	ANT, BEL/LUT, ENG	16S	OHC 8V	CARB	FWD	90/5800	93/3800	1046	12	107	87-88	£9215	14	-
18 LXi	ANT, BEL/LUT, ENG	18SE	OHC 8V	MPI	FWD	111/5600	117/3000	1075	9	115	87-88	£10,246	9	-
<b>Last of the line LX models had sports interior and decent trim but no close ratio box.</b>														
18 SRi late	ANT, BEL/LUT, ENG	18SE	OHC 8V	MPI	FWD	111/5600	117/3000	1091	9	115	86-88	£9695	12	-
<b>85 to 87 1.8's had the close gears shared with the mk2 Astra. Revised se engine from 87 on.</b>														
20 SRi	ANT, BEL/LUT, ENG	20NE	OHC 8V	MPI	FWD	113/5600	129/3000	1061	8.7	120	87-88	£11,016	12	-
20 SRi 130	ANT, BEL/LUT, ENG	20SEH	OHC 8V	MPI	FWD	128/5600	133/4600	1061	8.2	125	86-88	£11,574	12	-
<b>SRi30 was popular in it's day, good ones sought after now. Second only to the GTE 16V in the performance stakes at the time.</b>														
20 Calibre	LUTON, ENG	20SEH	OHC 8V	MPI	FWD	128/5600	132/4600	1200	8.3	125	1988	-	12	-
<b>Irmischer kitted Calibre has SEH engine and uprated suspension. Bodykit is either love it/hate it. 500 made.</b>														
18 Convertible	ANTWERP, BEL	18E	OHC 8V	MPI	FWD	113/5600	117/3000	1085	10	114	85-88	£13,771	11	-
<b>Had a bit of a bad press but not a bad car at all. One of the cheapest ways to enjoy a convertible and easy to modify.</b>														
<b>CAVALIER MK3</b>														
20 SRi	LUT, ENG	20SEH	OHC 8V	MPI	FWD	128/5600	132/4600	1151	8.7	126	88-92	£12,240	12	-
<b>Vauxhall got it spot on with this one, selling huge volumes of SRi's. Decent early ones now hard to find.</b>														
20 SRi cat	LUT, ENG	C20NE	OHC 8V	MPI	FWD	113/5200	125/2600	1151	9.2	123	91-94	£15,315	12	-
<b>Catalytic converter an optional extra from late H plate on, standard after facelift. Rare on earlier cars, not many people paid extra for 15 bhp less.</b>														
20 4x4	RUSSELSHEIM, GER	20SEH	OHC 8V	MPI	AWD	128/5600	132/4600	1262	9.5	121	88-93	£12,315	12	-
<b>Originally available in L trim, updated to SRi type spec from 91 on. Not many about. Cat option as per SRi.</b>														
GSi 2000 16v	RUSSELSHEIM, GER	20XE	DOHC 16V	MPI	FWD	153/6000	150/4600	1232	7.7	135	89-92	£16,730	14	-
<b>The most upmarket Cav to date, the GSi was basis for the legendary touring cars.</b>														
GSi 2000 16v 4x4	RUSSELSHEIM, GER	C20XE	DOHC 16V	MPI	4WD	147/6000	144/4600	1327	8.5	129	89-92	£17,567	14	-
<b>More of the same but with 4x4. Standard cat, 2wd got standard cat after Sep '89.</b>														
20 16V SRi	LUT, ENG/RUS,GER	C20XE	DOHC 16V	MPI	FWD	147/6000	144/6000	1237	7.5	137	92-94	£14,685	12	-
<b>Post facelift the XE was placed in the lighter SRi. One of the quickest fleet cars of the time.</b>														



Astra GTE



Astra GTE 16-valve



Astra SRi 2.2



Astra VXR



Calibra Turbo



Cavalier SRi 130

	BUILT	ENGINE	ENGINE CONFIG	FUELLING	DRIVEN WHEELS	BHP	TORQUE	KERB WEIGHT	0-60	MAX SPD	ON SALE	PRICE NEW	INS GRP	CO2 BAND
20 16V SRi 16V Ecotec	LUT, ENG/RUS,GER	X20XEV	DOHC 16V	MPI	FWD	134/5600	138/3200		8.4	132	89-93	£14,995	12	-
<b>Ecotec engine destined to live in the shadow of the XE but it's not a bad motor. Still has decent turn of pace.</b>														
25 V6 various	LUT, ENG/RUS, GER	C25XE	QOHC 24V	MPI	FWD	167/6000	167/4200	1315	7.3	145	93-94	£15,654	15	-
<b>A wolf in sheep's clothing. Loads of tuning potential but bin the standard gearbox.</b>														
20 16V 4x4 Turbo	RUSSELSHEIM, GER	C20LET	DOHC 16V	TURBO	4WD	201/5600	206/2400	1410	6.4	149	91-93	£19,705	17	-
<b>The ultimate Cavalier. Powerful and competent car hampered by neglect and misunderstood 4x4 system. Over-zealous scrapping the ones that are left are well on their way to classic status.</b>														
17 TD	LUTON, ENG	17DT	OHC 8V	IND DI	FWD	81/4400	124/2400	1167	13.5	105	92-95	£11,410	8	-
<b>Can actually be tuned up quite a bit, not a bad thing considering fuel prices. Feels old now but they run forever.</b>														
<b>CALIBRA</b>														
20 8V	UUSIKAUPUNKI, FIN	C20NE	OHC 8V	MPI	FWD	113/5200	125/2600	1205	9.5	127	90-97	£14,995	13	-
<b>Mega-aerodynamic coupe with hatchback practicality. Still looks great now and was one of the most fashionable cars of the early 90's. 8V a bit sluggish.</b>														
20 16V	UUSIKAUPUNKI, FIN	C20XE	DOHC 16V	MPI	FWD	147/6000	144/4600	1230	7.8	139	94-00	£17,595	17	-
<b>Much more like it, XE gives the car performance to match the looks.</b>														
20 16V 4x4	UUSIKAUPUNKI, FIN	C20XE	DOHC 16V	MPI	4WD	147/6000	144/6000	1325	8.7	134	90-92	£19,245	15	-
<b>Released as part of early 90's obsession with four wheel drive, didn't find many takers but does offer huge amounts of grip.</b>														
20 16V Ecotec	UUSIKAUPUNKI, FIN	X20XEV	DOHC 16V	MPI	FWD	134/5600	138/3200	1255	8.5	136	94-97	£17,635	14	-
<b>Later spec cars have cream leather option and were subject to myriad of special editions.</b>														
25 V6	UUSIKAUPUNKI, FIN	C25XE	QOHC 24v	MPI	FWD	167/6000	167/4200	1370	7.3	147	94-00	£19,870	17	-
<b>Smooth V6 works perfectly in the Calibra, turning it into a relaxed tourer.</b>														
20 16V 4x4 Turbo	UUSIKAUPUNKI, FIN	C20LET	DOHC 16V	TURBO	4WD	201/5600	206/2400	1374	6.4	152	92-96	£20,950	17	-
<b>Same as per the Cav Turbo. A capable coupe, the top Calibra was the UK's cheapest 150mph + car at the time. Should be revered more than it is.</b>														
<b>VECTRA MK1</b>														
20 SRi/SRi 140	LUTON, ENG	X20XEV	DOHC 16V	MPI	FWD	134/5600	138/3200	1347	9	128	95-00	£16,735	15	-
<b>The Vectra got off to a bad start but went on to sell over 500,000. Major revamp in 98/99 improved things massively.</b>														
18 SRi 120	LUTON, ENG	X18XE	DOHC 16V	MPI	FWD	113/5400	125/3600	1305	11	124	98-00	£16,520	11	-
<b>Short lived 1.8 version benefited from the first raft of changes introduced on the late R plate. Facelift cars have sports seats, spoiler, 16's wheels.</b>														
18 SRi130/SXi	LUTON, ENG	X18XE1	DOHC 16V	MPI	FWD	123/5600	125/3800	1333	9.5	129	00-02	£16,850	11	J
<b>Later spec Y-reg onward have half leather. 1.8's get a power increase too.</b>														
22 SRi 150	LUTON, ENG	Z22SE	DOHC 16V	MPI	FWD	145/5800	150/1900	1438	8.5	£135	00-02	£18,900	13	K
<b>The most desirable of the 4-cylinder Vectras, the 2.2 provides strong performance. Well built, refined and reliable.</b>														
25 V6 SRi	LUTON, ENG	X25XE	QOHC 24V	MPI	FWD	167/5800	169/3200	1408	8	143	95-00	£17,695	15	-
<b>The V6 was the best of the original range. Fantastic bargain now and loads about. Enjoy a powerful V6 from less than £1k.</b>														
26 V6 SRi	LUTON, ENG	Z26XE	QOHC 24V	MPI	FWD	167/5800	184/3600	1366	8	143	00-02	£19,480	16	K
<b>By the end of production, SRi's made up almost 20% of all Vectra B sales. The 2.6 brought even more flexibility, with a handy increase in torque over the 2.5.</b>														
25 V6 GSi	LUTON, ENG	X25XE	QOHC 24V	MPI	FWD	192/6250	193/3750	1388	7.6	148	98-00	£22,600	16	-
<b>Vauxhall heralded the return of the GSi after a six year absence as the 'return of an icon'. Facelifted in 99, both early and later variants look superb.</b>														
26 V6 GSi	LUTON, ENG	Z26XE	QOHC 24V	MPI	FWD	178/5750	202/3500	1423	7.6	145	00-02	£23,195	16	K
<b>Last of the line has slightly less power but benefits from stomping 202 lb ft of torque at just 3500 rpm.</b>														
25 V6 ST 200	LUTON, ENG	X25XE	QOHC 24V	MPI	FWD	192/5800	193/3200	1400	7.6	143	97-98	£25,745	17	-
<b>Stunning MSD special edition complete with rock hard suspension, Speedline wheels and LSD. Only 38 made, sought after by (and almost entirely in the hands of) enthusiasts.</b>														
22 DTi SRi	LUTON, ENG	Y22DTR	SOHC 16V	TURBO D	FWD	123/4000	199/1500	1438	12	121	00-02	£19,620	12	H
<b>Runs a little rough in comparison to the newer common rail units but the 2.2 unit is an excellent base for tuning.</b>														
<b>VECTRA MK2</b>														
18 SRi/SXi	RUSSELSHEIM, GER	Z18XE	DOHC 16V	MPI	FWD	120/6000	123/3800	1387	11.8	122	02-05	£16,545	10	I/J
18 SRi VVT	RUSSELSHEIM, GER	Z18XE1	DOHC 16V	MPI	FWD	138/6000	129/3800	1346	10.7	127	05-08	£18,895	10	I/J
22 SRi/SXi	RUSSELSHEIM, GER	Z22SE	DOHC 16V	MPI	FWD	145/5600	149/4000	1427	9.2	134	02-05	£17,045	11	K
<b>Vectra C is refined and build quality is excellent. Much bigger than the car it replaced and size counts against it with the smaller engines SXi has similar kit to SRi but no uprated suspension.</b>														
22 Direct SRi/SXi	RUSSELSHEIM, GER	Z22SE	DOHC 16V	MPI	FWD	155/5600	162/3800	1428	8.6	135	05-08	£17,922	11	J
<b>Different injection set up gives the 2.2 a bit more grunt, which is handy.</b>														
20 Turbo SRi	RUSSELSHEIM, GER	Z20NET	DOHC 16V	TURBO	FWD	175/5500	195/2500	-	8.1	143	04-08	£17,875	13	K
<b>Turbo unit gives the car the performance it deserves. Effectively replaces the old 2.6 V6.</b>														
32 V6 GSi	RUSSELSHEIM, GER	Z32SE	QOHC 24V	MPI	FWD	208/6200	221/4000	1501	7	154	02-05	£20,980	15	K
<b>The police like them, which says a lot in itself. Apparently they had one doing 159mph. Getting very affordable.</b>														
22 DTi SRi	RUSSELSHEIM, GER	Y22DTR	SOHC 16V	TURBO D	FWD	123/4000	206/1500	1498	9.8	128	02-04	£17,995	9	K/J
<b>The old 2.2 diesel is rather outdated and was overdue for replacement. Still tunable but harsh and no six-speed manual box.</b>														
19 CDTi SRi	RUSSELSHEIM, GER	Y19DTH	DOHC 16V	TURBO D	FWD	150/4000	232/2000	1428	9.5	129	04-08	£18,772	12	G
<b>New common rail unit put the Vectra top of the class. Massive torque and overtaking power.</b>														
30 DTi SRi V6	RUSSELSHEIM, GER	Y30DT	DOHC 24V	TURBO D	FWD	175/4000	273/1900	1593	9	140	03-04	£24,245	12	J
30 CDTi SRi V6	RUSSELSHEIM, GER	Y30DTH	DOHC 24V	TURBO D	FWD	182/4000	295/1900	1593	8.7	140	05-08	£24,945	12	J
<b>3.0 V6 diesel is hardly stressed in standard form. Scania-like torque figure.</b>														
28 V6 VXR 255	RUSSELSHEIM, GER	Z28NET	QOHC 24V	TURBO	FWD	252/5300	262/2000	1561	6.3	161	06-07	£23,995	18	K/L
28 V6 VXR 280	RUSSELSHEIM, GER	Z28NET	QOHC 24V	TURBO	FWD	276/5300	262/2000	1561	6.1	155	07-08	£25,180	18	L
<b>Brilliant package feature storming turbo V6 with refinement and taut handling</b>														



Cavalier GSi



Vectra Super Touring



Vectra SRi 2.2



Vectra VXR



Irmischer Signum



Irmischer Meriva

## Know your engine codes

Avoid being excluded from techy conversations with our abridged guide to Vauxhall engine codes. On pre-1993 engines, the code is stamped below the cylinder head. Post-1993, it's on the transmission side of the block.

### Part 1 – Emissions

The first digit of the code relates to emission legislation. Current petrol cars need to meet Euro 4 regs and engines that meet this get a Z. Euro 3 engines get a Y, Euro 2 an X and Euro 1 a C. Cars which do not have a letter before the two numbers were made before Euro-standard emission regs came in.

### Part 2 – Capacity

The next two digits are numbers and they describe the engine capacity. A 1-litre Corsa will be 10, while the 3.2 Vectra GSi will have 32 in the code, and so on.

### Part 3 – Compression

Next comes the compression ratio, indicated by a single letter after the engine capacity:

**G** = 8 to 8.5:1  
**L** = 8.5 to 9:1  
**N** = 9 to 9.5:1  
**S** = 9.5 to 10:1  
**X** = 10 to 11.5:1  
**Y** = 11.5+1

### Part 4 – Fuelling

The next digit refers to the fuel system:

**D** = diesel  
**E** = multi-point injection  
**V** = carburettor  
**Z** = single-point injection

### Part 5 – Extras

Certain engines have a special code at the end, explaining how they differ from the norm.

**B** = IBC  
**C** = Corporation ignition system  
**F** = Vehicles for authorities  
**H** = High output/supercharging  
**I** = Irmischer  
**J** = Throttled output  
**K** = Komplex  
**L** = Low output/supercharging  
**P** = Power adapted  
**R** = Increased output  
**T** = Turbo  
**U** = Uruguay  
**V** = Volume model  
**W** = Venezuela  
**2** = Family II engine

	BUILT	ENGINE CODE	ENGINE CONFIG	FUELLING	DRIVEN WHEELS	BHP	TORQUE	KERB WEIGHT	0-60	MAX SPEED	ON SALE	PRICE NEW	INS GRP	Co2 BAND
<b>INSIGNIA</b>														
20 Turbo SRI 4x4	RUSSELSHEIM, GER	A20NHT	DOHC 16V	TURBO	4WD	217/5300	258/2000	1658	74	147	09-	£21,425	14	K
28 V6 Turbo	RUSSELSHEIM, GER	A28NET	QOHC 24V	TURBO	4WD	255/5500	258/1900	1768	67	155	09-	£27,497	15	M
20 CDTi SRI	RUSSELSHEIM, GER	A20DTH	DOHC 16V	TURBO D	FWD	158/4000	258/1750	1538	135	89	09-	£19,613	10	G
<b>The incredible Insignia sets new standards in every department. The new 4x4 system looks really promising, as does the forthcoming VXR version.</b>														
<b>SIGNUM</b>														
22 various	RUSSELSHEIM, GER	Z22SE	DOHC 16V	MPI	FWD	153/5600	162/3800	1477	91	131	03-08	£19,900	10	J
20 Turbo various	RUSSELSHEIM, GER	Z20NET	DOHC 16V	TURBO	FWD	175/5500	195/2500	1502	84	137	03-08	£20,490	12	K
32 V6 various	RUSSELSHEIM, GER	Z32SE	QOHC 24V	MPI	FWD	208/6200	221/4000	1552	74	147	03-05	£21,400	14	K
22 Dti various	RUSSELSHEIM, GER	Y22DTR	OHC 16V	TURBO D	FWD	123/4000	206/1500	1552	102	125	03-05	£18,895	9	H
19CDTi various	RUSSELSHEIM, GER	Y19DTH	DOHC 16V	TURBO D	FWD	150/4000	232/2000	1538	95	129	04-08	£20,597	10	G
30 CDTi V6	RUSSELSHEIM, GER	Y30DT	DOHC 24V	TURBO D	FWD	175/4000	273/1900	1659	84	137	03-08	£23,990	12	J
<b>Odd Vectra based executive car with four seats. Very luxurious. Depreciates heavily - a bargain mini-limo.</b>														
<b>MERIVA</b>														
18 Design	ZARAGOZA, SPN	X18XE1	DOHC 16V	MPI	FWD	123/5600	125/3800	1330	103	118	03-	£13,490	6	J/H
16 VXR	ZARAGOZA, SPN	Z16LER	DOHC 16V	TURBO	FWD	100/4400	177/2300	1380	124	111	06-	£16,520	12	J/H
<b>Tall, long wheelbase mini MPV based on the Corsa, aimed at those with young families. The VXR is actually a lot of fun and worth a look if you fancy something different.</b>														
<b>ZAFIRA A/B</b>														
22 SRI	BOCHUM, GER	Z22SE	DOHC 16V	MPI	FWD	145/5600	149/4000	1430	94	124	04-06	£19,045	12	K
<b>Clever 7 seat technology has made the Zafira a huge seller.</b>														
20 GSi Turbo	BOCHUM, GER	Z20LET	DOHC 16V	TURBO	FWD	197/5400	184/1950	1485	76	137	02-06	£19,995	14	K
<b>Who said Vauxhalls were dull eh? The coolest MPV ever. Puts a lot of hot hatches to shame. Downside is you'll get roped into giving squads of mates a lift everywhere.</b>														
20 VXR	BOCHUM, GER	Z20LEH	DOHC 16V	TURBO	FWD	237/5600	236/2400	1665	72	144	06-	£21,995	15	K/L
<b>CARLTON MK2</b>														
6Si 3000 12V	RUSSELSHEIM, GER	30NE	CIH 12V	MPI	RWD	174/5600	177/4400	1370	78	138	87-89	£18,999	15	-
6Si 3000 24V	RUSSELSHEIM, GER	30OSE	DOHC 24V	MPI	RWD	201/6000	199/3600	1425	76	149	89-93	£21,690	17	-
<b>Often overlooked but hugely capable, the Carlton GSi is a real RWD bad boy.</b>														
Diamond 24V Estate	RUSSELSHEIM, GER	30OSE	DOHC 24V	MPI	RWD	201/6000	199/3600	1546	79	145	93-94	£25,360	15	-
<b>Full leather sports seats, air con, LSD. Why it was only available in estate form is a mystery.</b>														
Lotus Carlton	RUSSELSHEIM, GER	C36GET	DOHC 24V	TURBO X2	RWD	377/5500	419/4200	1651	52	176	91-93	£49,043	20	-
<b>The fastest production saloon in the world. The 177mph Lotus Carlton had the sandal wearers calling for it to be banned - only adding to it's already legendary status.</b>														
<b>SENATOR</b>														
30 24V CD	RUSSELSHEIM, GER	C30SE	DOHC 24V	MPI	RWD	201/6000	199/3600	1569	78	149	89-94	£24,380	15	-
<b>One of the best loved Police cars ever. They liked them so much they bought the entire remaining stock when it was revealed production was to end.</b>														
<b>OMEGA</b>														
25 V6	RUSSELSHEIM, GER	X25XE	QOHC 24V	MPI	RWD	167/6000	167/3200	1560	85	139	94-00	£20,575	14	-
26 V6	RUSSELSHEIM, GER	X26XE	QOHC 24V	MPI	RWD	176/6000	177/3400	1631	85	142	00-04	£19,195	15	K
<b>V6 Omegas are top bargains, and you're more likely to find a 2.5 manual than a 3.0. 2.6 good, but could be hammered with tax rise soon.</b>														
30 V6	RUSSELSHEIM, GER	X30XE	QOHC 24V	MPI	RWD	208/6000	199/3400	1640	80	149	94-00	£25,695	16	-
32 V6	RUSSELSHEIM, GER	Z32SE	QOHC 24V	MPI	RWD	214/6000	213/3400	1700	80	151	00-04	£24,495	16/17	K
<b>Even an automatic is fun to drive (and total luxury) but try and seek out a manual 3.0 or 3.2. A sadly missed part of the current Vauxhall line up.</b>														
25 TD	RUSSELSHEIM, GER	-	SOHC 12V	TURBO D	RWD	128/4500	184/2200	1570	11	124	94-00	£20,675	13	-
22 DTi	RUSSELSHEIM, GER	Y22DTH	DOHC 16V	TURBO D	RWD	123/4000	206/1500	1634	11	122	00-04	£19,195	14	J
<b>Earlier 2.5 is a BMW derived straight-6 and will plod on forever. A diesel Omega estate is a superb workhorse.</b>														
<b>MANTA</b>														
18S Berlinetta	ANTWERP, BEL	18S	OHC 8V	CARB	RWD	90/5400	106/3000	1025 (H)	102	109	82-88	£5919	11	-
20 GT/E	ANTWERP, BEL	20S	CIH 8V	MPI	RWD	110/5400	120/3400	1065	85	119	82-88	£9389	14	-
<b>The Manta has bucket loads of retro potential, with a variety of engine swaps available.</b>														
<b>MONZA</b>														
30 GSE	RUSSELSHEIM, GER	30NE	CIH 12V	MPI	RWD	177/5800	183/4200	1370	85	133	84-86	£13,801	14	-
<b>Big Opel coupe has a devoted following. Just the thing for pounding the Autobahn. Some had digital dashes too.</b>														
<b>CHEVETTE</b>														
23 16V HS	LUTON, ENG	2300	DOHC 16V	TWIN CARB	RWD	135/5500	134/4500	970	88	117	78-80	£5107	-	-
23 16V HSR	SHEPRETH, ENG	2300	DOHC 16V	TWIN CARB	RWD	135/5500	134/4500	990	88	117	80-81	-	-	-
<b>Vauxhall's homologation specials were thinly-veiled rally weapons, tuned to spectacular levels by Bill Blydenstein.</b>														
<b>FIRENZA/MAGNUM</b>														
2000 SL	ELLESMERE, ENG	2000S	OHC 8V	CARB	RWD	104/5600	117/3400	964	-	-	-	£1099	-	-
2300	ELLESMERE, ENG	2300	OHC 8V	CARB	RWD	108/5000	138/3000	1030	-	-	-	£1409	-	-
HP 'Droopsnoot'	ELLESMERE, ENG	2300	OHC 8V	TWIN CARB	RWD	131/5500	146/3500	1015	94	120	1976	£2625	-	-
<b>Superbly styled mini muscle cars. The Droop Snoot should have been a huge success but it was killed off by the '70s economy.</b>														
<b>VIVA HB</b>														
Brabham	ELLESMERE, ENG	1159	OHV 8V	TWIN CARB	RWD	68/5800	66/3800	777	144	90	1967	£780	-	-
2000 GT	ELLESMERE, ENG	2000S	OHV 8V	TWIN CARB	RWD	104/5400	117/3400	925	107	117	68-70	£860	-	-
<b>The original sporting Vauxhall, the GT was a fast car for its day. Brabham is super rare, and came with a box of bits in the boot to fit yourself.</b>														
<b>VICTOR/VX</b>														
20 VX 490 FD	LUTON, ENG	2000S	OHV 8V	TWIN CARB	RWD	104/5400	117/3400	1066	124	101	69-72	£1203	-	-
23 VX 490 FE	LUTON, ENG	2300	OHC 8V	TWIN CARB	RWD	116/5400	127/3400	1205	113	103	77-78	£2592	-	-
<b>The VX 4/90 was the SRI of its day. The last of the line FE cars had twin carbs and a five speed Getrag box. We've never even seen one in the flesh though!</b>														
<b>VX220</b>														
VX220 22	HETHEL, ENG	Z22SE	DOHC 16V	MPI	RWD	145/5800	150/4000	870	56	136	2000-06	£22,940	17	K
VX220 20 TURBO	HETHEL, ENG	Z20LET	DOHC 16V	TURBO	RWD	197/5400	184/1950	930	47	151	2003-04	£26,495	19	K
VXR220 20 TURBO	HETHEL, ENG	Z20LET	DOHC 16V	TURBO	RWD	217/5800	221/4800	930	42	155	2004	£29,995	19	K
<b>Incredible Lotus-based mid-engined sports car. All are great, with the VXR220 the rarest of all with just 65 made.</b>														
<b>MONARO</b>														
CV8 04	AUSTRALIA	57 LS1	OHV 16V	MPI	RWD	329/5600	343/4000	1647	6	160+	2004	£28,650	20	K
VXR 04	AUSTRALIA	57 LS1	OHV 16V	MPI	RWD	382/5800	376/4800	1658	54	170+	2004	£37,000	20	K
CV8 05	AUSTRALIA	60 LS2	OHV 16V	MPI	RWD	354/5600	369/4000	1647	58	160+	05-06	£29,990	20	K/M
VXR 05	AUSTRALIA	60 LS2	OHV 16V	MPI	RWD	398/5600	390/4400	1658	54	170+	05-06	£37,040	20	K/M
VXR 500	AUSTRALIA	60 LS2	OHV 16V	SUPER	RWD	500/5600	500/4400	-	49	185	2006	£35,995	20	K
<b>Rebadged Holden is a genuine muscle car, with brilliant V8 performance, but also a capable chassis and great refinement. Supercharged ones can worry supercars.</b>														
VXR8	AUSTRALIA	60 LS2	OHV 16V	MPI	RWD	414/6000	405/4400	1812	49	155	07-08	£35,000	20	M
VXR8	AUSTRALIA	60 LS3	OHV 16V	MPI	RWD	432/6000	405/4400	1812	49	155	08-	£35,239	20	M
VXR8 Bathurst	AUSTRALIA	60 LS3	OHV 16V	MPI	RWD	431/6000	405/4400	1812	49	155	09-	£37,995	20	M
VXR 8 Bathurst S	AUSTRALIA	60 LS3	OHV 16V	SUPER	RWD	560/5600	527/4400	1831	?	?	09-	£47,995	20	M
<b>Four-door saloon successor to the Monaro brings with it more equipment and space, but is just as much fun to drive. Bathurst S model has incredible performance.</b>														



Zafira GSi



Lotus Carlton



VX220 Turbo



Monaro



Insignia 4x4 Turbo



Manta 400