

DRIVE 09



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i of the beholder

New car roadtest Hyundai i20 range

Economical, roomy, well-equipped, tightly priced and covered by an excellent warranty, there's nothing ambiguous about the Hyundai i20's appeal.

The question is whether enough buyers will choose the car over less tightly priced rival supermini products that do most or all of this with a little more style.

The i20 is available with 1.2-litre or 1.4-litre petrol engines or a 1.4-litre diesel one that's available with a power output of either 74 or 88bhp. The 1.2-litre petrol unit offers 76bhp and the ability to launch the car to 60mph in 12.9s before proceeding to a 106mph top speed. The range-topping diesel is a little slower despite its 88bhp and can achieve a 13.6s 0-60mph time with a 107mph top speed. The 1.4-litre petrol option is available with a 4-speed automatic gearbox.

With a height-adjustable driver's seat and a steering column that adjusts for both rake and reach, the i20 should prove accommodating for drivers of most shapes and sizes. The wheel itself is highly reminiscent of a Honda item, even down to the big "H" at its centre, and is as comfortable a thing to grasp as it is attractive

on the eye.

The i20 might have arrived at an opportune moment when the minds of car buyers were starting to turn towards smaller cars but it isn't actually all that small compared to its supermini contemporaries. A kerb weight of 1,222kg means it's no featherweight but it makes good use of its bulk by delivering a respectably spacious cabin. Space in the back will be generous enough for adults to undertake short journeys and fine for kids, while the boot is impressively proportioned. Fold down the 60:40 split rear seats and a flat load floor is created with room for some seriously big cargos. There's also a massive glovebox and a number of other useful receptacles dotted around the interior.

Hyundai is offering the i20 with three trim levels, Classic, Comfort and Style. Even the entry level Classic model comes with air-conditioning, an iPod connector for the stereo, electric front windows, electric door mirrors and a trip computer. Matched to the i20's attractive pricing, the generous equipment levels show that despite its move upmarket, Hyundai can still play the value for money card that has served it so well in the past.

Hyundai's exemplary warranty package will be a major draw for buyers with their eyes on the bottom line and the engines don't let the side down when it

comes to economy and emissions. The 1.2-litre petrol engine can average over 54mpg on the combined cycle with CO2 emissions of 124g/km. Higher mileage drivers will find the premium needed to get a diesel engine worthwhile thanks to the remarkable 64mpg and 116g/km CO2 output achieved in both power versions.

Overall, the i20 is well worthy of consideration by supermini buyers. It has the basics nailed down and as a small car with low running costs, it's bang on the buying priorities that are only going to become more prevalent in the marketplace. All it fails to do is excite in any meaningful way so Hyundai will continue to rely on the old stalwarts of attractive pricing, lots of equipment and a cast iron warranty to achieve sales. The way things are at present, that might just be enough....

FASTFACTS

CAR: Hyundai i20

PRICES: £8,195-£11,845 - on the road

INSURANCE GROUPS: 2-6

CO2 EMISSIONS: 116-133g/km

PERFORMANCE: [1.2 petrol] 0-

60mph 12.9s / Max Speed 106mph

FUEL CONSUMPTION: [1.4 D 90]

(combined) 64.2mpg

STANDARD SAFETY FEATURES:

Twin front, side and curtain

airbags / ABS with EBD. [est]

WILL IT FIT IN YOUR GARAGE?:

Length/Width/Height

3950/1980/1480mm [est]



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5 door range from £8,645

Hyundai i20 1.2 Classic 5dr

6,000 miles p.a.

On the road price	£8,645
Customer deposit	£160
Amount of credit	£8,485
First Monthly Payment	£305
35 Monthly Payments	£160
Optional final repayment	£3,953
Total amount payable	£10,018

TYPICAL 7.4% APR



True Quality Matters



www.hyundai.co.uk

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Fuel consumption in MPG (l/100km) for Hyundai i20 1.2 Classic: Urban 44.1 (6.4), Extra Urban 62.8 (4.5), Combined 54.3 (5.2), CO₂ Emissions 124 g/km.

Model featured: Hyundai i20 1.2 Classic at £8,645 OTR in Electric Red solid paint at no extra cost. Finance example shown is on Hyundai i20 1.2 Classic based on a maximum of 6,000 miles per annum. Finance is provided by Hyundai Car Finance Limited, 116 Cockfosters Road, Barnet, EN4 0DY. Finance is subject to status, available to over 18's only and indemnities may be required. Return option subject to condition and mileage. Please contact Hyundai Car Finance Customer Service on 08702 42 78 78 for further details. This offer applies to new vehicles purchased in the UK, sourced through Hyundai Motor UK Ltd or its authorised dealers and registered between 1 January 2009 and 31 March 2009. Other finance offers may be available. Prices shown are on the road and include VAT where applicable, delivery, vehicle first registration fee, number plates and 12 months' road fund licence. All finance referred to only available to private retail customers on new cars purchased in the UK (but excluding Channel Islands or Isle of Man) and sourced through Hyundai Motor UK Limited or its authorised dealers and subject to vehicle availability. Finance and offers are not available for customers under the Hyundai Affinity Programme. Warranty only available on new cars purchased in the UK and sourced through Hyundai Motors UK Limited or its authorised dealers. See your local dealer or visit www.hyundai.co.uk for full warranty terms and conditions. Terms and conditions apply.

Suzuki's Alto ego



New car review Suzuki Alto range

Suzuki's Alto attempts to woo the growing numbers of buyers in search of a fun, affordable small car.

It's certainly small and with economy of over 62mpg, we can tick the affordable box too. Suzuki has tried to instil some of the sporty flavour that endeared its Swift supermini to buyers and that looks like a shrewd move. The Alto's 1.0-litre petrol engine looks ideal for a compact urban vehicle. The 3-cylinder unit musters 67bhp and 90Nm maximum torque at 4,800rpm. That doesn't sound thrilling but in a car that tips the scales at 855kg, it's enough to cover the 0-60mph sprint in 14 seconds. Stick at it and a top speed of 96mph is also attainable.

The Alto is 3500mm long with a 2,360mm wheelbase and that helps it achieve a super-tight turning radius of 4.5m that should be ideal for manoeuvring into tight parking spaces or exe-



cuting the odd cheeky U-turn.

It was once enough for a citycar to be small and efficient. If it looked like a shrunken Transit van and had a wow-factor equivalent to a bag of potatoes, nobody much cared.

Today, as small cars become a more mainstream choice for urban motorists, there's a demand for them to display a lot more individuality and style.

With the Alto, Suzuki has risen to this challenge creating a look it says 'exudes urban energy'.

You can be the judge of exactly what it's exuding but with its huge teardrop headlights, oversize grille and sharply rising beltline, the car is definitely distinctive.

We're told that the space for front seat occupants is 'prioritised' in the cabin and so it should be but that doesn't bode well for those in the back.

The fact is that most citycars are used to carry more than two people rarely, if ever, and so long as the rear seats can cope with a few shopping bags and a tattered road atlas, they'll do the job. The Alto's C-Pillars are extremely thick and this may result in visibility issues when parking but the interior itself looks to have the requisite youthful feel with the curvy lines of the dash and the door inserts. There's also a healthy amount of storage capacity.

The bottom line is usually promoted to headline status when we're talking



about citycars and the Alto's costs look low enough to warrant just such a big splash.

The 1.0-litre petrol engine can return an impressive 62.7mpg on the combined cycle along with 103g/km emissions.

It's greener than Robin Hood on a rollercoaster but if you specify the four-speed automatic gearbox, environmental performance will tail off. The auto model gets 53mpg and 122g/km emissions.

Small cars have never made more sense than they do now and all the signs point to models from the diminutive end of the motoring spectrum becoming ever more relevant in the future.

The Alto is the latest in a long line of successful small car efforts from Suzuki and it's arrived at exactly the right time to make hay as the demand for compact, affordable cars increases.

FAST FACTS

CAR: Suzuki Alto

PRICE: £6,995 [est] - on the road

INSURANCE GROUP: 4 [est]

CO2 EMISSIONS: 103g/km

PERFORMANCE: 0-60mph 14s / max speed 96mph

FUEL CONSUMPTION: 62.7mpg (combined)

STANDARD SAFETY FEATURES: four airbags, ABS [est]

WILL IT FIT IN YOUR GARAGE?: length/width/heightmm 3500/1600/1470mm

STEER CLEAR OF THE CREDIT CRUNCH FROM ONLY £7,000 OTR

Look out this spring for Suzuki's latest addition the Alto from only £7,000 otr.

This cheeky 5 door mini-hatchback is just 3.5 metres long yet brimming with a list of grown up features. Powered by a 1.0 litre petrol engine the CO₂ emission of only 103g/km (manual version), make it the second cleanest petrol car on sale in the UK. Pre-launch claims of 62.7mpg and an expected on the road price of £7,000 should really see the Alto clean up! **The Alto will be in our showrooms from March, so contact us now for a test drive.** (Please note all figures quoted are pre-launch and subject to confirmation.)



Contact us today for a test drive.



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Alto range official fuel consumption figures in mpg (L/100km): urban from 42.1 (6.7) to 51.4 (5.5), extra urban from 62.8 (4.5) to 74.3 (3.8), combined from 54.3 (5.2) to 64.2 (4.4). Official CO₂ emissions from 103g/km to 122g/km.

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Total Deposit	£449.99
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Total amount payable	£8,598.45

4.9% APR

New Ford Focus Zetec S 5dr Hatchback 1.6 115PS Petrol

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- Quick Clear Heated Front Windscreen • Easy Fuel



Cash price	£13,495.00
Total Deposit	£678.00
36 Monthly Payments of	£274.49
Optional Final Purchase Payment	£4039.00
Total amount payable	£15,408.64

7.9% APR
TYPICAL

New Ford Mondeo Zetec 5dr Hatchback 2.0 140PS Diesel

- Alloy Wheels
- Quick Clear Heated Front Windscreen
- Front Fog Lamps
- Climate Control
- Cruise Control
- Easy Fuel



Cash price	£14,495.00
Total Deposit	£2515.00
24 Monthly Payments of	£275.90
Optional Final Purchase Payment	£6,254.00
Total amount payable	£15,400.60

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The official fuel consumption figures in mpg (l/100km) for the Ford Range shown are: urban 31.7-34.4(8.2-8.9); extra urban 51.4-60.1(4.7-5.5); and combined 42.2-47.1(6.0-6.7). The official CO2 emission figures range from 139-159g/km.

Retail only. Metallic paint extra cost unless stated. Subject to availability. Details correct at time of going to print. This supersedes all previously advertised promotions. Vehicles shown for illustration only. MRRP = Manufacturers recommended retail price. Terms and conditions apply. Finance subject to status. Guarantees and Indemnities may be required. Written quotations on request.

www.bristolstreet.co.uk



New car roadtest Ford Fiesta range [new]

With 12 million Ford Fiestas already sold across the world, the latest model has a lot to live up to and it's been carefully designed to succeed.

It's lighter, yet stiffer, greener and cheaper to run. It's also safer and better to drive even than the Mazda2 supermini with which it shares a common platform. This car represents Ford's future – in more ways than one.

So, climb in: what's the experience like? Well, the first thing that you'll probably notice is that there's nowhere to put your key, Ford having switched to one of those trendy (but rather pointless) 'Power' buttons which you press to start.

It's easier to get comfortable at the wheel than it was in the old car thanks to the improved seating and rake/reach wheel adjustment.

Peace of mind comes with the news that this is the first Ford small car to feature a driver's knee airbag, along with side airbags and optional curtain airbags.

Engine choices start with the

familiar 60PS 1.25 and 90PS 1.4-litre Duratec petrol units. Also carried over is the old, frugal if rather leisurely 68PS 1.4-litre TDCi. Above this level, things start to get a bit more interesting.

Ford have been doing a bit of work on the old model's 90PS 1.6-litre TDCi Duratorq engine with the result that you can now order it in ECONetic form in which it emits just 99g/km of CO2, making it exempt from UK road fund duty. Other superminis look like lumbering 4x4s in comparison.

At the other end of the scale, Ford is keen to reassure driving enthusiasts that it hasn't forgotten them either, with the introduction of a 120PS 1.6-litre T-VCT petrol powerplant that makes 60mph in 9.9s, used in plusher models that include the sporty Zetec-S.

Overall, a pragmatic mix between tried and tested elements that are cost effective and shiny new details that gel extremely well. Small car buyers simply can't ignore this car.

FASTFACTS
CAR: Ford Fiesta range
PRICES: £8,695-£12,095 - on the road



halesowennews.co.uk

Great products on a budget...

Everybody is slashing their prices at the moment, but what exactly do you get for your money?

Value for money brands are back – and a new Proton could be exactly what you're looking for with 3 year/60,000 mile warranty and 3 years FREE RAC cover as standard, plus FREE metallic paint until 31st March 2009.

Take the Savvy for example, a 5-door city car, small on the outside but big on the inside, with enough safety features and practical touches to make even the shortest trip to the supermarket enjoyable.

Looking every bit the stylish city car, the contemporary headlights, low front skirt, body-coloured rear bumper and chunky 15" alloy wheels suggest that this car is a great performer and the 1.2 litre engine doesn't disappoint.

Reverse distance sensors are fitted as standard so you can tackle the smallest of parking spaces with total confidence and there's also an automated transmission option, which even has exactly the same fuel consumption and low CO₂ as the manual. Whichever way you look at it, the Savvy is great value for money at just £7,295.

If you're after something a bit sportier, why not take the Satria Neo out for a spin? This 3 door supermini is tuned for optimum performance – you'll relish the quick response of the 16 valve Lotus-engineered CamPro engine



from a standing start and you'll appreciate the road-hugging, Lotus-developed ride and handling on the corners. With its highline spoiler, 16" alloy wheels and low profile tyres, you'll know at a glance that this is a driver's car.

And the interior features enhance the driving experience, such as race-inspired bucket seats, steering wheel mounted audio controls, electric wing mirrors and parking sensors, all for just £9,995 OTR.

In addition, the Satria Neo Sport option comes with a stylish leather interior and twin sports stripes in a choice of colours.

Perhaps you need a bit more space, but also a car that's fun to drive - then the GEN-2 could be the car for you. Available in a 5-door hatchback or 4-door saloon version, the GEN-2 delivers the superior ride and handling you'd expect from a Lotus-influenced design and it's reliable and comfortable for the whole family.

The GEN-2's spacious interior comfortably accommodates five adults and

the versatile rear seats fold flat for extra boot space.

Inside the car, you can't miss the influence of the Lotus Design Studio in the styling of the controls and the quality finishing touches that make driving the GEN-2 a real pleasure.

Until 31st March, get 3 years FREE servicing when you buy a GEN-2 1.3 GLS, or opt for the GEN-2 1.6 GSX hatchback and get a stylish leather interior worth £1,000 absolutely FREE! The GEN-2 range starts from just £8,995 OTR.

When you're trying to save money, where better to start than cutting your fuel costs? Able to run on either unleaded petrol or LPG, the GEN-2 ecoLogic offers drivers the opportunity to save hundreds of pounds a year on their fuel costs, as LPG retails at just under half the price of diesel.

What's more, the GEN-2 ecoLogic costs no more than their petrol equivalents, so drivers start saving the minute they switch on the engine. Proton is currently the only manufacturer in the UK offering a factory-converted LPG vehicle, fully warranted and at no extra cost.

The GEN-2 ecoLogic also benefits from a discount in road tax and some insurers, such as LPG Sure, offer discounts for drivers of LPG vehicles.

The GEN-2 ecoLogic range starts from just £9,995 and, due to popular demand, this model is now also available with automatic transmission.

For more information and to find your nearest dealer, visit www.proton.co.uk



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Proton Savvy 1.2 MT fuel consumption figures mpg (l/100km) urban 36.7 (7.7), extra urban 61.4 (4.6), combined 49.6 (5.7). CO₂ emissions (g/km) 134.

Model shown is Proton Savvy Style; manufacturer's list price £7,615 including metallic paint at £320. *Prices include VAT, delivery, number plates, road fund licence, first registration fee and £750 discount. **Warranty is subject to maintenance in accordance with manufacturer's schedules. Terms and conditions apply.

†Offer ends 31st March 2009 and excludes Motability and fleet sales. Not to be used in conjunction with any other offer. Available at participating dealers only. Alloy wheels may differ from those shown.

Badge of honour



New car roadtest Vauxhall Insignia range

MORE striking to look at than the Vectra but also more spacious and with an improved engine range, the Vauxhall Insignia looks like a winner.

The optional four-wheel-drive system should go down well at the top end of the range, helping the Insignia to extend its appeal to more private buyers.

The people who made the Vauxhall Vectra the success it was would ultimately have a big part to play in its downfall.

The car was popular through all its various versions but popular with the wrong people.

Fleet managers loved the dependable style of this low-cost family car but private buyers were less enamoured. Too many of them found its prosaic qualities a little, well, boring.

The Vectra prospered as the favourite conveyance of world-weary sales execs and carriageway slogging area managers but that wasn't enough for Vauxhall.

The Vectra's replacement has arrived and with its new name comes a new focus. Say hello to the Insignia.

The Insignia is offered with five engines initially. For petrol buyers, there's an entry-level 1.8-litre 140PS ECOTEC unit, then a rather large gap to a 220PS 2.0-litre turbocharged unit,

sitting below a 2.8-litre V6 260PS range-topper.

If you want a CDTi diesel, there are a couple of fresh 2.0-litre ones, developing either 130 or 160PS.

The Insignia is offered in two or four-wheel-drive guise with the 4x4 model benefiting from the clever adaptive all-wheel-drive system pioneered by Saab. It adapts the distribution of torque between all four wheels instantaneously to enhance traction and handling. This should give the Insignia a key advantage over its predominately 2WD rivals.

A clever adjustable damping "FlexRide" system has been developed for this car, enabling drivers to choose a chassis setup that matches their own particular driving style.

In addition to the Standard ride setting, FlexRide enables the driver to select a relaxed (Tour) setting or a firmer suspension set-up (Sport) by pressing one of two buttons on the instrument panel.

Offered as a five-door, a four-door or an estate, this car tries for a dynamic, head-turning appearance and isn't unsuccessful. The five-door hatch and four-door saloon versions are nigh-on impossible to distinguish at a glance.

Both have the same bowed roofline which drops dramatically towards the rear and, perhaps the Insignia's signature stylistic device, the "blade" feature that's cutaway behind the front wheelarches.

At the front, all Insignia models feature a bold chrome grille with the lat-

est Vauxhall badge at the centre. It sits on a raised centre section which runs down through the bumper and up to merge with the lines of the Insignia's fluted bonnet.

The result is as easy on the eye as it is on the eye with Vauxhall claiming the sector's best aerodynamics at 0.27Cd, which is one of the most slippery shapes of any car full stop.

Is this car as sharp to drive as its Mondeo rival? Perhaps not but there's not much in it and the clever FlexRide system gives it a technological edge.

There's not very much on the debit side, unless you count the big gap between the two four cylinder petrol engines' output and their unremarkable fuel economy.

Overall, what's crucial is that the basics seem to work. The Insignia looks a desirable, cleverly designed package that will give rivals something to think about.

FASTFACTS
CAR: Vauxhall Insignia range
PRICES: £15,601-£28,867 - on the road
INSURANCE GROUPS: 7-15
CO2 EMISSIONS: 154-272g/km
PERFORMANCE: [1.8 ECOTEC] 0-60mph 10.9s / Max Speed 128mph
FUEL CONSUMPTION: [2.0 CDTi 120] (urban) 37.2mpg / (extra urban) 58.9mpg / (combined) 48.7mpg
STANDARD SAFETY FEATURES: twin front, side & curtain airbags, ABS, ESP
WILL IT FIT IN YOUR GARAGE?: length/width/height 4830/1856/1498mm



