

MOTORING MATTERS by Anthony Goodwin

MORE IBIZA MODELS TO CHOOSE FROM

I recently attended a SEAT round up day at which they launched more new models to the already brilliant range of Ibiza 5 door and SC. I already love the new Ibiza and the new models are the FR, Cupra and Cupra Bocanegra. Also added to the range are the new SEAT 1.6 common rail diesel and 1.2 12v 60ps petrol engines.

So I will be telling you a little bit about all of the cars I drove that day. The basics of the Ibiza have stayed the same; the SC and 5 door are still amongst my favourite cars available at present. Standard features on all models include electric front windows, CD player with steering column mounted control, ABS and 4 airbags. Those eagle eyed amongst you will have seen the new Seat Ibiza adverts on the television with cupid and the New Cupra.

So let's start with the FR, Cupra and Cupra Bocanegra. These range topping models are only available in SC body style and have the same 1.4 TSI in either a 150ps or 180ps engine. I can report that the power and acceleration is more akin to a 2.0 litre engine. Twined with this new engine is a 7 speed dsg gearbox with steering wheel paddles and an electronic XDS system.

The XDS system offers many of the same benefits of a true limited slip differential but without the need for any more mechanics, which means you get a more involved and sporty drive. I took both of the models on the country sport route with twists and turns and some great straight bits of roads where you could put your foot



down. I particularly like the DSG gearbox which can be found in other sporty cars such as the VW Golf GTI. The sports hugging specially designed seats hold you tight and are comfortable too. All 3 models put a smile on my face but for me I would choose the Bocanegra in candy white, but then I do like sporty fast cars that stand out.

So here are some of the figures for you, based on the Cupra and Bocanegra, 0-62 takes 7.2 seconds with a top speed of 140 mph. Fuel economy figures are 44.1 mpg combined and CO2 emission are 148 so that means Band F road fund - so its only £125 per year. Prices are £14,995 for the FR, Cupra for £15,995 and £16,695 for the Bocanegra.



Now for the new diesel model, the 1.6 TDI common rail 105ps. This engine can be purchased in both SC and 5 door body styling. The only trim level you can have is Sport with the new diesel; this means you get climate control, electric windows and sports seats as standard. What you really need to know about this new engine is the facts of fuel consumption - at 67.2 mpg combined, 0-62 takes 10.5 seconds and top speed is 117 mph. Low CO2 emissions mean 109 g/km so you pay just £35 per year road fund licence. The low CO2 emissions are helped by the DPF diesel particulate filter, which can also be found on the Ecomotive sibling. This is a 1.4 TDI CR engine which is even more frugal with a combined 76.4 mpg.

I found that the 1.6 diesel was very good although it hasn't got the same grunt as the 1.9 TDI from the old model and I found that you really had to work the engine to get the same performance. My test drive showed that on the motorways and A roads the engine was happy and made overtaking easy although I did have to change down sometimes to get the revs up, this made the engine more responsive. Around town it was easy and fun to drive, parking was easy with good all round visibility. All in all a great new engine for a great car.

Prices start from £12,585 for the SC body and the 5 Door is £12,985.

SIGNIFICANT MOTORING MOMENT OF THE NEW MILLENNIUM

As the first decade of the new millennium came to an end, Carsite.co.uk has named the introduction of the mass-market 'sat nav' as the most significant motoring moment of the 21st century. To celebrate the first decade of the 'noughties', Carsite, an online used car retailer, charted ten significant moments from the last ten years of motoring history. Included in the list is the retro revolution sparked by new MINI in 2001; Norman Foster's stunning Millau Viaduct in France finished in 2004; and the digital boom in private online car selling led by eBay Motors. However it was the introduction of the accurate automotive 'sat nav' unit in 2000 that Carsite considers the most significant development to motoring in the last decade, revolutionising the way drivers navigate road networks.

On May 1st 2000, the United States government stopped the intentional degradation or 'Selective Availability'

of the Global Positioning System (GPS) signals available to the public. Civilian users of GPS were suddenly able to pinpoint locations up to ten times more accurately than before. At the same time, the first accurate and affordable, although still expensive, satellite-guided navigation units for cars became available. Whilst early models from TomTom & Garmin retailed for hundreds of pounds, and occasionally sent drivers into fields or off cliff edges, the Sat Nav unit became a global success and is now one of the 'must have' driving gadgets. Carsite's Alistair Jeff said, "Despite occasionally hearing of Sat Nav devices sending drivers in completely the wrong direction, in most cases they're entirely accurate and a fantastic gadget that has totally changed the way we get around. You realise how significant an invention is when you can't imagine making a complicated journey without one."

BENEFITS OF COLD WEATHER TYRES

Cold weather tyres are specifically designed to deliver the best possible performance and maximum safety when temperatures fall below seven degrees Celsius. With more natural rubber in the tyre tread compound than standard 'summer tyres', they provide significantly shorter stopping distances in cold, wet and icy conditions making driving in the entire winter much safer. "There is a misconception that cold weather tyres are not appropriate for drivers in the UK," explains Stuart Jackson, chairman, TyreSafe. "However, this couldn't be further from the truth. Cold weather tyres provide much better grip in both wet and dry conditions when the temperature falls below seven degrees, so they offer extra safety typically from October through to March. These tyres also have different tread patterns from 'summer' tyres making them more able to cope with snowy conditions. Those drivers who have chosen cold weather tyres will continue to benefit long after the current snow falls melt away."

The recent snowy conditions have also highlighted the need for drivers to ensure their tyres have sufficient tread depth. Vehicles travelling on tyres which have low or illegal tread depth have experienced poor levels of grip making acceleration, steering and braking difficult. In the snow, tyres need deeper tread to remain effective. The deeper grooves allow the tyre to 'bite' into the snow surface and provide better grip and traction. Current UK law stipulates that tyres must have a minimum tread depth of 1.6mm across the central three quarters of the tyre around its entire circumference.

