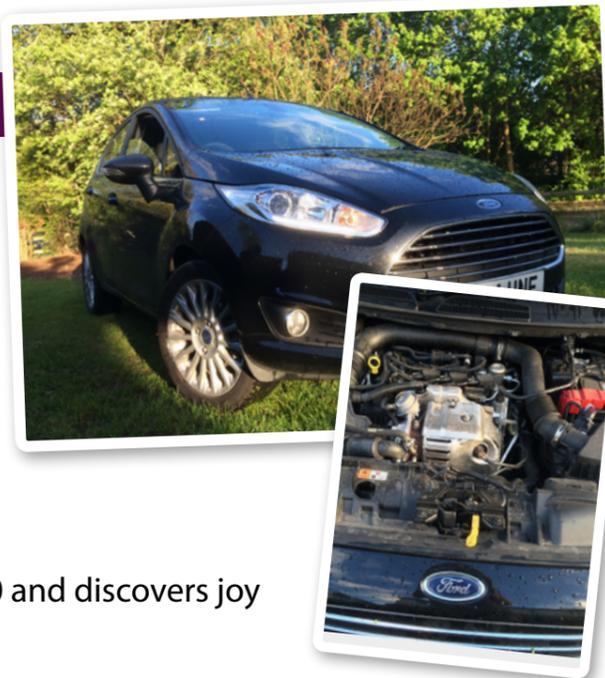


# Fiesta EcoBoost

The Buckle fires up the surprising Fiesta EcoBoost 1.0 and discovers joy has returned to value motoring...

The Ford Fiesta has long represented good value practical motoring. The latest EcoBoost is, however, well beyond that and Ford have made a car that simply has to be better than they planned - it's so good it's actually surprising.



Essence of DB9 up front - the Fiesta is a handsome proposition

Progressing up the rev range the engine pulls smoothly to the red line - the car feels lively and spritely, couple that to the excellent 5 speed manual transmission and quick, sharp, talkative steering you have a car which makes you smile - that's got to be good.

Despite the sprightliness official mpg figures are impressive with a claimed 65.7mpg making the Fiesta an economical set of wheels.



New sharper and simpler lines give the Fiesta a handsome sporty look, God help us there's essence of DB9 to be found around that grill, it looks purposeful and really should age well.

The engine is a fantastic new 3 cylinder turbocharged unit available with either 99 or 123bhp (yes 123bhp) from a 1.0 litre engine. Despite the lack of cylinders and capacity it's extremely smooth and refined even when pushed. Around town it feels meaty and torquey much like a naturally aspirated larger capacity engine.



Superb, clear dials and well laid out dash make for a pleasant view from the driver's seat.

Our test vehicle averaged 52.4mpg over two days and 280 miles of mixed driving - including some time pressing on through the back roads and some motorway along with an hour crawling in traffic. These are satisfying numbers and very achievable.

It's hard to describe but the new Fiesta is essence of car, a very complete machine and really does lead the class, even the noise is a satisfying almost V6-like (yes really) grumble together with a just audible hiss from the turbocharger between changes.

Boot space, rear leg room and headroom are all excellent for a car of this size. The doors operate with a pleasing thud.

Ride quality and handling are simply excellent, a joy. It's grippy, agile and solid, whilst perfectly damped and comfortable - this has to be one of the most useable and best handling small cars around. 11/10 Ford.

The Ford Sync system is simple and clear to use, phone call quality is excellent, general layout is well thought out and simple to operate. A real step up from many systems fitted to far more expensive vehicles.

Now i like this vehicle - I thought the engine, at least, would be terrible, frankly - (3 cylinders and sub 1000cc?) but it's good, very, very good. However you need to know the following gripes.

Left foot space - whilst there is a place to put your left foot when cruising, it is tiny, cramped and at a funny angle, it would suit a cephalopod mollusc of the order octopoda's tentacle - but not so great for humans.



Trim around the gearstick - ergonomics on the Fiesta are almost all excellent, even the fuel cap is simple and well designed - however, crikey Ford why is the gearstick surround shaped and positioned in such a way as to cause pain from your leg whilst gently resting against it? Curved, smooth and out of the way it is not - you can live with it but i found it somewhat annoying....

Heated front screen - a truly brilliant invention - great for removing the cold stuff. However the one fitted to our car and I assume all production models has coarse and visible heating elements which are annoying to look through, especially in poor weather with oncoming headlights and in bright sunshine. You can probably live with this but try it first and if you don't like it - un-specify it!

The new Fiesta Eco-Boost is available now and well worth a look. You will be amazed, it's surprisingly good.

