



# Fiat Seicento

Featuring S and SX



## SCORECARD

Overtaking / pulling power

●●○○○

Fuel economy

●●●○○

Handling / steering

●●●●●

Comfort / ease of control

●●●○○

Interior space / practicality

●●○○○

Accident / injury avoidance

●●●○○

Costs in service

●●●○○

Depreciation prospects

●●●●○

**T**HE LATEST SEICENTO IS CLOSELY BASED on the Cinquecento beneath the skin but, apart from the new model's softer, more rounded styling that makes it a little longer and wider, its revisions are less radical than when its predecessor superseded the rear-engined 126.

However, it feels better sorted, both mechanically and in matters of interior fit and finish. The 900cc engine can be traced back to the old 127, in fact, and the technical spec is old-fashioned. Nevertheless, it's raucous but game to rev, with fuel economy that's better than before, although acceleration remains unaltered because it's 20kg heavier than Cinquecento.

That raucousness is less apparent in top-gear main-road cruising – you know that it's working hard – but nasty booms and drones are kept at bay. Around town it's very affable and two significant mechanical improvements (to gearchange precision and steering effort) make it much nicer to drive than the old model.

Indeed, you're hard-pressed to decide whether the (electric) power-steering option is fitted until the car is stationary; and with a square back and being ultra-compact, it's a doddle to park.

The ride isn't what you would call restful over poorer surfaces, but cornering agility is exemplary, making the eager Seicento an ideal "nip-and-tuck" proposition for commuting.

Cleverly, the thinly upholstered seats offer more than adequate support for older backs, but getting to and from the back seat requires some agility, despite front seats that fold well out of the way. Cabin width is more "chummy" than some, but the driving position is blessed with a natural stance and reasonable legroom – if slightly odd pedal positions.

Rear kneeroom is sacrificed in the process and the rear luggage deck is modest, but, as a two seater with a flat load deck, it's fine. The SX has a split/folding back seat that makes for a good three-seater compromise.

HOW THE SEICENTO COMPARES	Engine cap/power (cyl/cc/bhp)	Revs at 70mph (rpm)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes best stop (m/kg)	Maximum legroom - front (cm)	Typical leg/kneeroom - rear (cm)	Steering turns/ circle (m)	Overall length (cm)
FIAT SEICENTO S/SX	4/899/39	3970	23.3	42.5/32.5	47	30/27	103	93/62	3.9/9.0	332
Hyundai Atoz	4/999/55	4000	18.9	33.9/25.4	44½	28/18	99	101/62	3.0/9.6(p)	350
Daewoo Matiz SE	3/796/50	4300	21.8	45.0/29.0	44½	25½/27	105	101/66	3.2/9.3(p)	350
Seat Arosa 1.4	4/1390/60	3180	13.7	25.5/18.0	45	28½/18	105	93/62	2.9/10.1(p)	354
Peugeot 106 1.1	4/1124/60	3790	14.1	29.6/20.8	46½	29/27	106	89/64	4.1/9.7	368

(p) power steering

## PERFORMANCE

### Acceleration time in seconds

mph	30	40	50	60	70
<b>THROUGH THE GEARS</b>		3.0	7.4	13.4	23.3
<b>IN 5TH GEAR</b>		8.0	17.3	28.0	42.5
<b>IN 4TH GEAR</b>		6.5	13.3	21.1	32.5

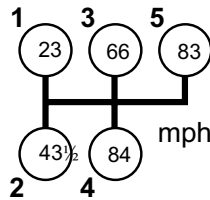
20 mph	30	40	50	60	70
<b>5TH/4TH SPEED RANGES</b>		16.3/12.9		20.0/14.6	
			17.3/13.3		25.2/19.2

### Maximum speeds

REVS PER MINUTE	1st	2nd	3rd	4th	5th
		6000*		5525	4700

\* for best acceleration

Gearing gives 17.7mph per 1000rpm in top = 3970 at 70mph



## FUEL CONSUMPTION

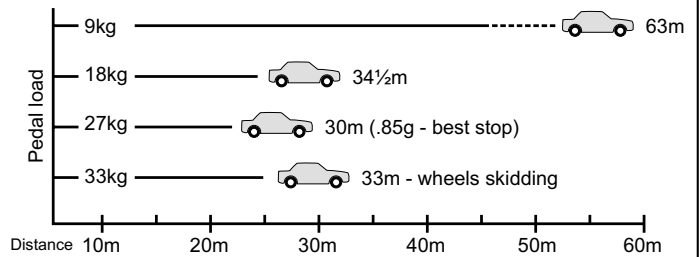
Type of use - air conditioning not available*	mpg
Urban (17mph average/heavy traffic)	35½
Suburban (27mph average/6.4 miles from cold start)	40
Motorway (70mph cruising)	41
Cross-country (brisk driving/20 miles from cold start)	50
Rural (gentle driving/20 miles from cold start)	58½
<b>Typical mpg overall</b>	<b>47</b>

\*with air conditioning switched on, consumption will increase by 2-4% in winter and 4-8% in summer

## BRAKES

Pedal feel ●●●○○ Behaviour in an emergency ●●○○○○ Handbrake ●●●○○

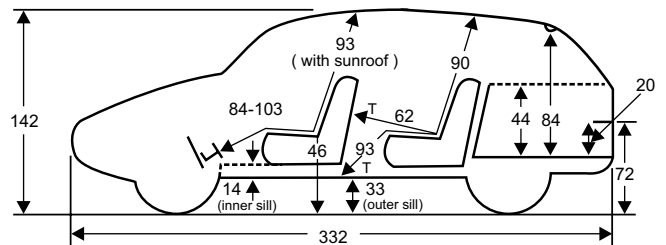
Dry road stopping distance from 50mph (no ABS)  
(A good-to-average best stop is about 28m at 20-30kg pedal load)



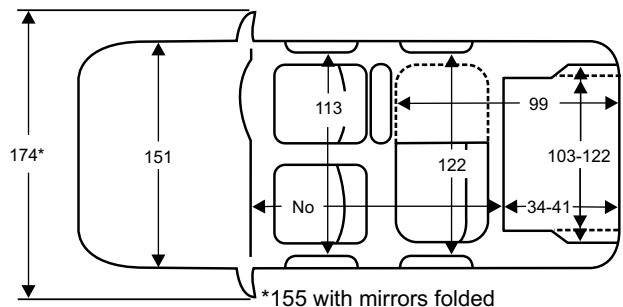
Fade test: pedal load required for a moderate (34m/.75g) stop:  
17kg at start of test, 19kg at end of test (Ideal brakes show no change)

## MEASUREMENTS

Centimetres Three-door hatchback



T: typical back seat space behind medium-sized front occupants



## LIKES AND GRIPES

- Deep interior mirror spans entire tailgate glass ... but outside ones small and don't fold flush
- Neat dial and warning light binnacle ... but speedo and odometer wildly inaccurate
- Both wipers controlled by conventional stalk ... but front wiper's speed too frantic
- Gears no longer balk ... but there's still vagueness across the gate
- Central locking and interior tailgate latch on SX ... but S version's unpainted bumpers more practical
- Good footwell warmth up front ... but no side window demisting with screen