

Toyota Yaris

Featuring 1.0GS 5 door



SCORECARD Overtaking / pulling power

Fuel economy

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Handling / steering

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Comfort / ease of control

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Interior space / practicality

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Accident / injury avoidance

Costs in service

••••

Depreciation prospects

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THE EYE-CATCHING YARIS IS A FAR CRY from the dowdy but dependable old Starlet. However, like that dowager, this trendy newcomer is bigger and more expensive than some, but it pays off in terms of interior space, aided by a clever back seat that slides fore and aft. This offers more cramped kneeroom with sizeable luggage room or truly generous leg-stretching space if it's shopping bags only behind.

This rear bench feels a bit shapeless and unsupportive, but clever folding can be managed without seatbelt hassle, and durable carpet is used to prevent cargo-scuffing and rattles – the same quality applies to the flooring, as well.

Up front, the quite lofty seats support really well and the driver's cockpit includes a central, digital instrument pod. The driver reads the display "down a tunnel" with distance vision, which suits spectacle wearers. All the controls are ultra-light – too much so in more urgent braking response and also in initial steering deflection, until you tune in to its ways. The gearshift feels almost disconnected except into reverse, which can jib at times,

but the light, smooth clutch is welcome and Yaris is effortless to drive in town or around the lanes.

Press it a bit harder and underlying virtues begin to emerge. The little gem of an engine may lack low-speed urge and its economy fails to surpass the best of the competition, yet it spins with hi-tech versatility, fast or slow, without rancour.

Yaris's open-road handling proves the next best to a Fiesta's when you're in a hurry. The ride is firm as a result, but it's never harsh and the car also handles heavier loads well.

In more prosaic use, the centre and rear pillars are quite obstructive to vision, but the flat tailgate makes it easy to reverse. Getting in and out is definitely easier on stiff limbs, thanks to higher-set seats and low sills.

Legendary Toyota reliability is reinforced by a 12-year anti-rust warranty. Yaris is all-new, however, which presents its own challenge; practice makes perfect and our test car revealed one or two glitches.

Nevertheless, Yaris offers a blend of novelty, clever technology and sheer driver enjoyment.

HOW THE YARIS 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)		Typical leg/ kneeroom - rear (cm)	Steering turns/ circle (m)	Overall length (cm)
TOYOTA YARIS 1.0GS	4/998/68	3850	14.8	32.5/23.3	47	26½/12	105	102/70	3.3/10.1(p)	362
Ford Ka ²	4/1229/60	3490	17.3	31.0/21.4	42	28/22	105	92/67	2.8/10.1(p)	362
Citroën Saxo 1.1SX	4/1124/60	3790	14.1	29.6/20.8	461/2	29/27	105	91/65	3.1/10.5(p)	372
Daihatsu Sirion Plus	3/989/54	3660	19.6	41.1/27.8	47	27½/18*	103	93/66	3.6/9.3(p)	368
Vauxhall Corsa 1.0 12v	3/973/55	3820	19.4	38.5/26.6	50	27/16	104	99/67	4.1/9.8	373
						* with AI	3S		(p) power as	sisted

PERFORMANCE

Acceleration time in seconds

mph	30	4 0	5	0 6	6 0 70
THROUGH THE GEARS		2.4	5.4	9.7) 14.8
IN 5TH GEAR		6.9	14.2	22.6	32.5
IN 4TH GEAR		5.2	10.7	16.6	23.3

20 mph	30 4	0 5	0 6	0 70
5TH/4TH SPEED	13.8/10.6		15.7/11.4	
RANGES		14.2/10.7		18.3/12.6

Maximum speeds

REVS PER	1st 2nd	4th 6250* 6250*	5th 5400	27		731)	9	8
MINUTE	/ 0. u			501		4	mp	٥l
*	for bes	t acceleration		(30)	' (⁹	¹⁴ /		

FUEL CONSUMPTION

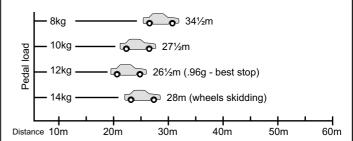
Type of use - air conditioning not fitted*	mpg
Urban (17mph average/heavy traffic)	35
Suburban (27mph average/6.4 miles from cold start)	42
Motorway (70mph cruising)	40
Cross-country (brisk driving/20 miles from cold start)	49
Rural (gentle driving/20 miles from cold start)	58
Typical mpg overall	47
Realistic tank range (not nominal tank capacity) 37 litres/3	80miles

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

BRAKES



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

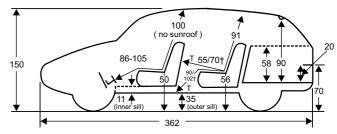


Fade test: pedal load required for a moderate (34m/.75g) stop: 8kg at start of test, 81/kg at end of test (*Ideal brakes show no change*)

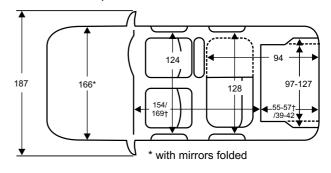
MEASUREMENTS

Centimetres

Five door



T: typical back seat space behind medium-sized front occupants † rear seat forwards/backwards



LIKES AND GRIPES

Bold easy-to-use heater controls ... but no rear footwell supply, facia vents won't switch off and stiff

Very low, inaudible tickover ... but engine sounds busy past 60mph

Digital displays give instant metric converion ... but inaccurate and tacho too small

Mpg/av speed displays nice ... but all data lost when engine stops

Useful facia oddments spaces ... but no seat pockets at rear

Door sill protectors ... but none for boot sill or door flanks

Generous tank capacity ... but alarmist gauge undermines it

Lower-range bumpers more scuffproof ... but "chin" spoiler too low