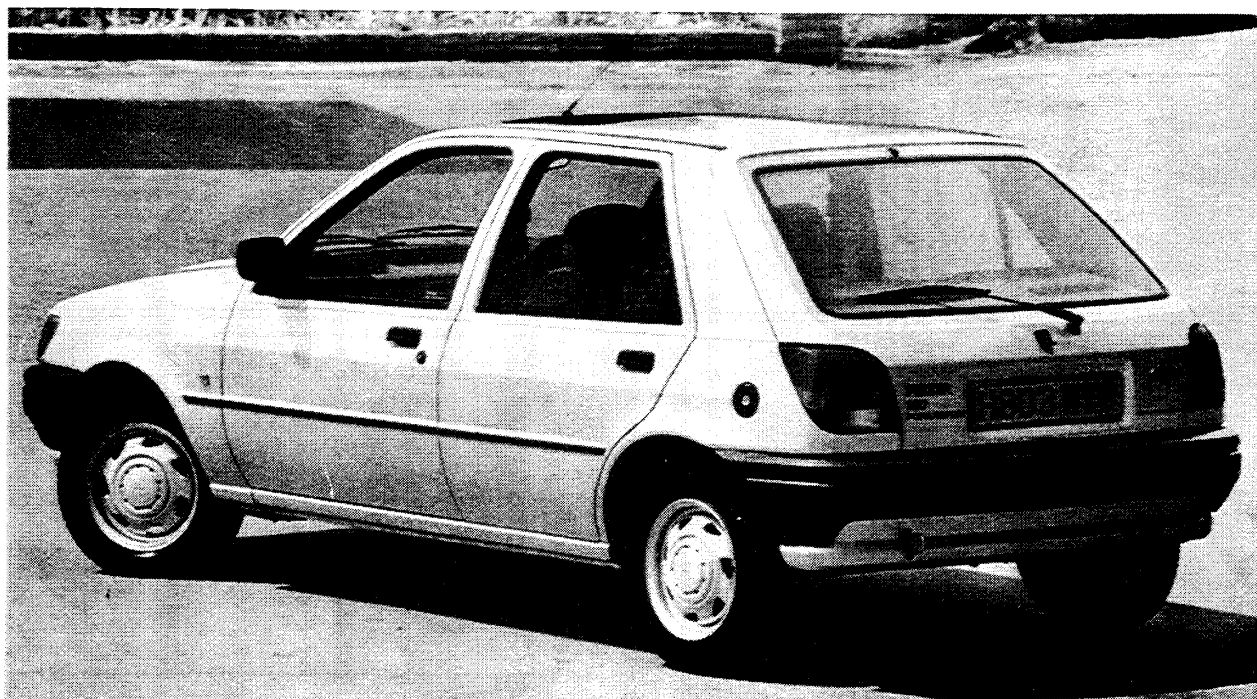


Ford Fiesta 1.8 Diesel



ONE OF THE BIGGEST DRAWBACKS OF the new Fiesta is that the economical 1.1 lacks real urge in overtaking and the 1.4 is thirsty. In this line-up more than any other, therefore, the diesel alternative looks like a promising solution.

The test car came with five doors and a Popular Plus trim level. There's some painted metal on view inside and, particularly with five doors, the Ghia's central locking provision is missed. In most respects, however, equipment and seat comfort are adequate. Shorter drivers complained of sitting too low and there's some feeling of spinal fatigue on longer runs, but then we've complained about this on dearer versions, too. The Popular's displays look cheap and gaudy, with none-too-effective illumination at night and an optimistic fuel gauge on our car.

The controls work well, although the accelerator on this diesel is set up with pronounced initial free movement – presumably to curtail power unit 'shunt' in traffic queues. It works, but like the low-geared steering, it leaves you with a feeling of vagueness of control.

With the diesel's extra weight (175 lb) concentrated over the front wheels, the steering feels heavy as well as vague and low geared – especially if you drive into bends with any determined haste. True, the Fiesta diesel is no fun machine through the bends, but at least the unladen ride retains most of the petrol version's aplomb over the bumps. It becomes more turbulent with a good

load aboard, however, and road thump and rumble at times seem to be louder than the engine growl, which is typically diesel. When overtaking, however, this version is arguably less obtrusive than the 1.4 in the mid-range. Starting is prompt and totally dependable; the diesel is so obliging about hot starting that one can confidently switch off at timed traffic hold-ups for instance, further saving fuel.

As our tables show, it gives excellent acceleration with fuel economy that doesn't disappoint, either. Yes, this diesel alternative does improve on the 1100's acceleration, even through the gears, and even with its longer-striding top and fourth ratios compared with the 1100, in-gear acceleration times are significantly better, as well.

	1.1 Petrol	1.8 Diesel
Maximum speed (mph)	91 (4th)	95 (5th)
30-70mph through gears (sec)	19.1	16.8
30-70mph in 5th/4th (sec)	40.9/27.5	33.8/24.3
Typical overall consumption (mpg)	45½	55

At present it costs £650 extra to opt for diesel. If you build up a high mileage with your small car, it could be well worth it, with the promise of lower repair bills and enhanced resale value as bonuses. Just be sure that you're provided with sufficient comfort and ease in control before you commit yourself.

PERFORMANCE

Acceleration time in seconds

STANDING START	0-30mph	0-60mph	1/4 mile
	4.7	15.2	20.2

mph	30	40	50	60	70
THROUGH THE GEARS		2.5	6.1	10.5	16.8
IN 5TH GEAR		7.6	15.0	23.6	33.8
IN 4TH GEAR		5.4	11.0	17.1	24.3

20 mph	30	40	50	60	70
5TH/4TH SPEED RANGES		15.4/11.0	16.0/11.7		18.8/13.0
		15.0/11.0			

Maximum speeds

REV PER MINUTE	1st	2nd	3rd	4th	5th
	5000	5000	4900	4880	4030
	1	2	3	4	5
	28	47	68	92	95
	* for best acceleration				

FUEL CONSUMPTION

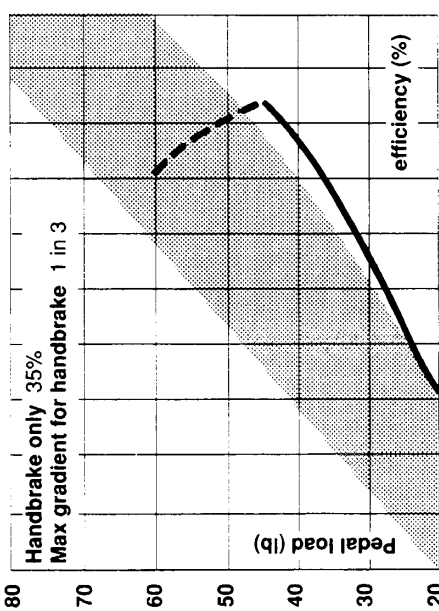
Fuel grade for tests: Diesel

Normal range	mpg
Hard driving, heavy traffic	42 1/2
Short journeys in the suburbs	48 1/2
Motorway - 70mph cruising	51 1/2
Brisk driving, mixed roads	56 1/2
Gentle driving - rural roads	65
Typical mpg overall	55
Realistic tank range*	33 litres/400 miles

* based on gauge/warning lamp and filling station experience

SAFETY

Brakes How pedal loads affect braking



Braking efficiency shown as a percentage of gravity (ie 100% = 1.0g). Ideally the braking curve should fall within the shaded zone of this graph. If it's above, the brakes are too heavy; if it's below, they are too light. When the curve becomes broken, the wheels are skidding.

Fade test

How hard use or water affects braking. (Ideal brakes show no change.)

Pedal load needed for 75% stop (lb)

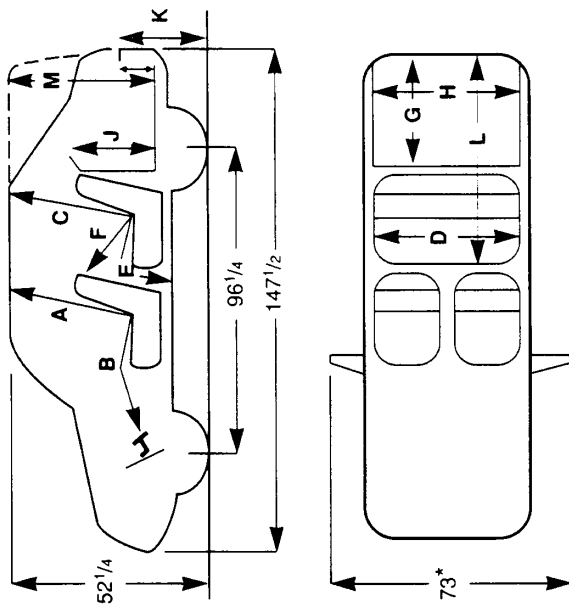
30	At start of test
34	After constant use
64	After severe use
30	After watersplash
0	Number of stops to recover

Safety check list

Steering	true 'feel' of the road?	☒
Brakes	powerful?	☒
	sensible effort?	☒
	fade resistant?	☒
Seatbelts	front - effective?	☒
	convenient?	☒
	rears - effective?	☒
	convenient?	☒
Head restraints	front - effective?	☒
	rear - effective?	☒
Interior	thoroughly padded?	☒
Fuel	shielded filler?	☒
	protected tank?	☒

MEASUREMENTS

Dimensions (inches)



* 63 1/4 in with mirrors folded

Inside (inches)

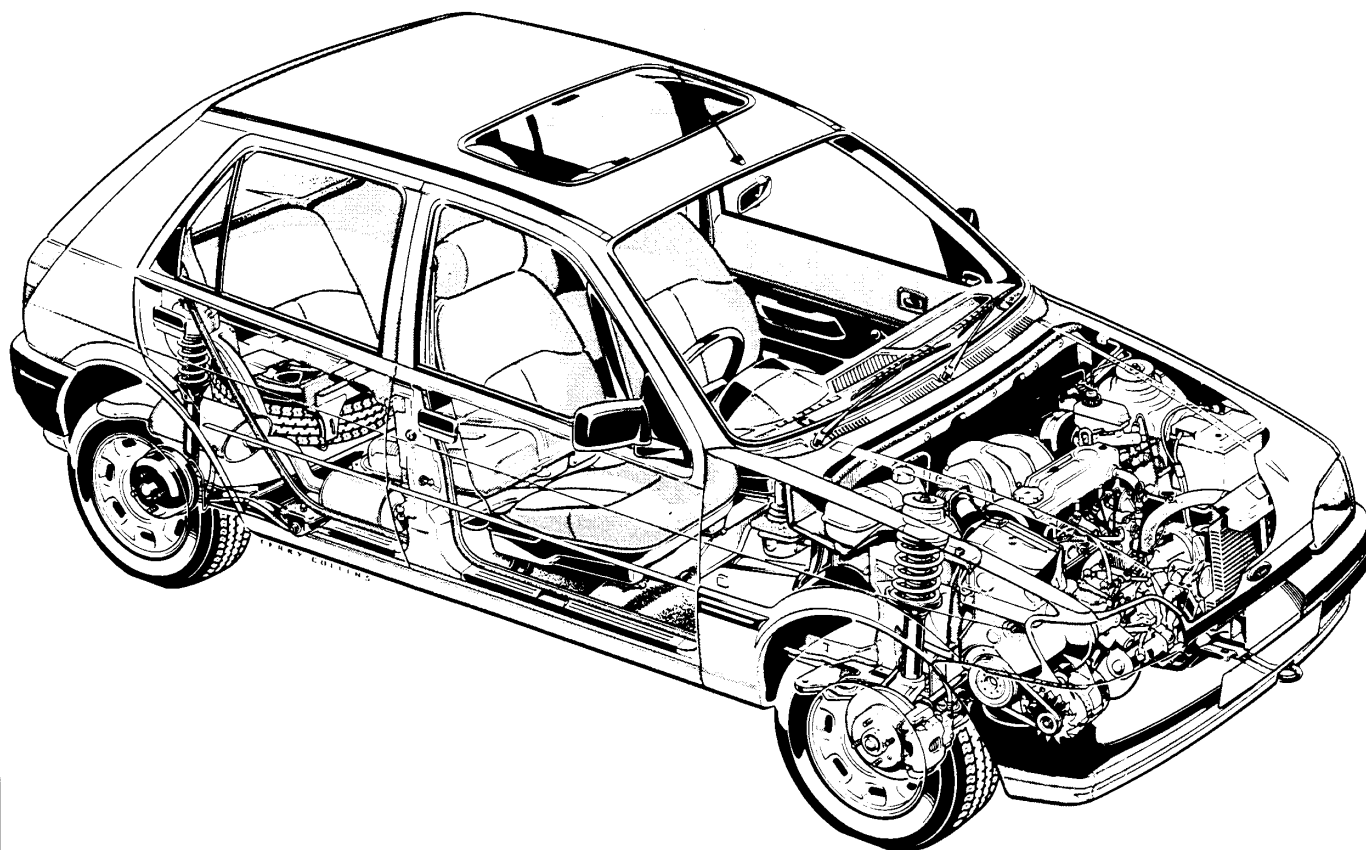
A Front headroom (with sunroof)	36 1/4 (37 3/4)	G Load length	25
B Front legroom (min - max)	34-41	H Load floor width (min - max)	35-52
C Rear headroom	35	J Load height	19
D Back seat width (between armrests)	47 1/4	K Sill height (inner/outer)	6 1/2/26
E Typical rear * legroom	38	L Load length	49
F Typical rear * kneeroom	27 1/2	M Load height (to tailgate hinge)	32

* 'Typical' represents the mean measurement behind the driver's seat set at 39in legroom and the passenger's seat set at 41in

HOW IT COMPARES

	Engine cap/power (cc/bhp)	Max speed (mph)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel overall (mpg)	Brakes best stop (%g/lb)	Maximum legroom – front (in)	Typical leg/kneeroom – rear (in)	Steering turns/circle (ft)	Overall length (in)
Ford Fiesta 1.8 Diesel	1752/60	95	16.8	33.8/24.3	55	103/45*	41	38/27½	4.2/33	147½
Peugeot 205 1.7GLD	1769/60	92	18.8	33.6/23.7	55½	82/37	41	36¾/26½	3.7/33¼	145¾
Vauxhall Nova 1.5 Turbo-diesel	1488/67	100	13.8	28.5/19.2	58½	95/55	40½	37¾/25¾	3.7/32	142½
Citroen AX 14DTR	1360/52	90	18.9	33.7/22.9	60	83/55	40½	36/26	3.2/33	137½

* anti-lock fitted



TECHNICAL SPECIFICATION

ENGINE

Type and size front-mounted, transverse 4 in line; water-cooled. 82.5mm bore x 82.0mm stroke = 1752cc. Cast iron block and alloy head; 5 main bearings

Compression ratio 21.5:1

Valve gear single overhead camshaft (belt-driven) actuating two valves per cylinder via bucket tappets with shim adjusters

Fuel system indirect injection via mechanical rotary distribution pump. Tank capacity: 42 litres (9¼ gallons); no low-level warning lamp. Fuel required: Diesel

Maximum power (DIN-net) 60bhp at 4800rpm

Maximum torque (DIN-net) 81 lb ft at 2500rpm

TRANSMISSION

Clutch 8.7in diameter, single dry plate (diaphragm-spring type); cable operated. Pedal load/travel: 23 lb/6in

Gearbox 5 speed (all synchromesh) and reverse. Ratios: first 3.15, second 1.91, third 1.28, fourth 0.95, top 0.76 and reverse 3.62:1

Final drive 3.59:1 to front wheels

Mph per 1000rpm 23.57 in top, 18.86 in 4th

Rpm at 70mph 2970 in top gear

CHASSIS

Suspension front: independent MacPherson damper/struts with integral coil springs and L-shaped lower links. Rear: torsion beam dead axle with trailing arms and coil springs. Dampers: telescopic all round

Steering unassisted rack and pinion with 4.2 turns between full locks. Turning circles average 33ft between kerbs, with 64½ft for one turn of the wheel

Wheels 4½in steel with 145SR13 tyres (Semperit on test car)

Brakes 9½in plain discs front, 7in drums rear with engine-driven servo pump