



Vauxhall Vectra

Featuring 2.0 5-door



SCORECARD

Overtaking / pulling power

●●○○○

Fuel economy

●●●●○

Handling / steering

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Comfort / ease of control

●●●○○

Interior space / practicality

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Accident / injury avoidance

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Costs in service

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Depreciation prospects

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THE LATEST REVISIONS TO VAUXHALL'S Vectra concentrate less on appearances, more on the running gear. You'll notice fully painted (so more scuff-prone) bumper shields and side mouldings, bigger door mirrors that also fold out of the way, and if you look closely, you'll observe a different rear bumper and tailgate release – the latter still has to be pressed as you lift, however.

It's inside that the completeness of equipment now demanded by the UK rep really begins to show. Even the LS has an electric sunroof (or a low-cost air con alternative), Trafficmaster guidance around the jams, and a complete inventory of safety features, for both accident and injury prevention. The front seats offer excellent support (even without the GLS's lumbar adjuster) and both wheel and seats are height-adjustable nowadays.

The two-litre engine has been modified most – it now has balancer shafts to quell low-speed vibes and higher-rev boominess. It helps, but because the car has such long-legged gearing the tachometer reads low at

70mph in any case. The minimum speed to avoid any coarseness is about 1500rpm – that's still 30mph in fourth.

This preference for the smooth, open road is reflected in the chassis settings, too – the car bowls along beautifully at illegal speeds, but show it a secondary surface and a lot of cushioned agitation is also present – yet it's never a harsh ride. SRI suspension settings for UK two litres will suit drivers who are more concerned with good handling, but it doesn't quite make the model into a Mondeo.

No one will be complaining about this Vectra's fuel economy, however – on the motorway, in particular, you'll better 40mpg simply by keeping to the legal limit. Revisions to the (same price) 1.8 version promise even better mpg (we saw over 38mpg in our earlier test); there's now nothing to choose between them in terms of mechanical refinement.

The latest update makes the two-litre Vectra a very satisfying car to travel in – especially on long runs. And you can now have an LS two litre for the same price as a 1.8.

HOW THE VECTRA 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/kneerom - rear (cm)	Steering turns/ (p) circle (m)	Overall length (cm)
VAUXHALL VECTRA 2.0 16v	4/1998/136	2850	9.9	27.9/19.8	36	24½/18	111	101/73	3.0/10.9	450
Audi A4 1.8 20v (4 dr)	4/1781/125	3330	10.3	24.8/18.0	35½	24/23	109	95/68	2.8/10.7	448
Daewoo Leganza 2.0 (4 dr)	4/1998/132	3240	9.4	22.6/16.1	30	26/40	109	102/78	3.2/11.4	467
Mazda 626 2.0	4/1991/115	2720	8.9	28.2/19.2	32	28/24	107	103/70	3.1/10.8	457
Honda Accord 1.8 (4 dr)	4/1850/136	3380	10.2	26.2/18.9	32	26½/15	109	100/73	3.1/11.1	459
						* all with ABS		(p) all power assisted		

PERFORMANCE

Acceleration time in seconds

mph	30	40	50	60	70
THROUGH THE GEARS		1.9	3.9	6.6	9.9
IN 5TH GEAR		7.0	13.9	20.8	27.9
IN 4TH GEAR		5.2	10.2	14.9	19.8

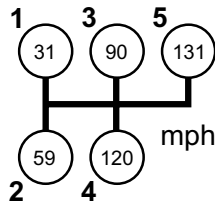
20 mph	30	40	50	60	70
5TH/4TH SPEED RANGES		15.1/10.9		13.8/9.7	
			13.9/10.2		14.0/9.6

Maximum speeds

REVS PER MINUTE	1st	2nd	3rd	4th	5th
	6000*	6000*	5325		

* for best acceleration

Gearing gives 24.6mph per 1000rpm
in top = 2850rpm at 70mph



FUEL CONSUMPTION

Type of use - with air conditioning off*	mpg
Urban (17mph average/heavy traffic)	22½
Suburban (27mph average/6.4 miles from cold start)	28
Motorway (70mph cruising)	40½
Cross-country (brisk driving/20 miles from cold start)	35½
Rural (gentle driving/20 miles from cold start)	40
Typical mpg overall	36

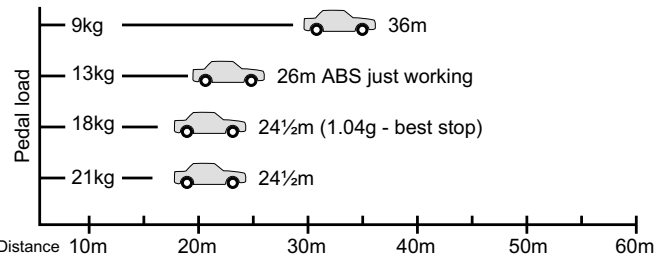
*with air conditioning switched on, consumption will increase by 2–4% in winter and 4–8% in summer

BRAKES

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

Dry road stopping distance from 50mph (with standard ABS)

(A good-to-average best stop is about 26m at 15-20kg pedal load)



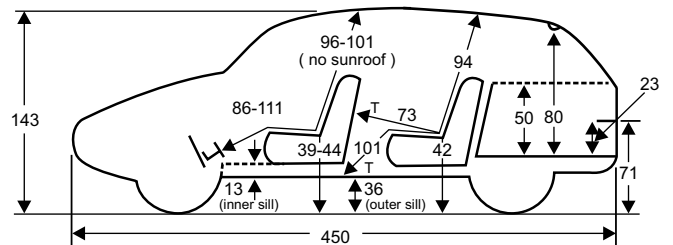
Fade test: pedal load required for a moderate (34m/.75g) stop:

9½kg at start of test, 11kg at end of test (Ideal brakes show no change)

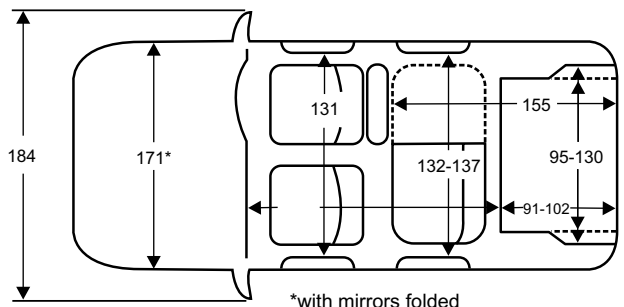
MEASUREMENTS

Centimetres

Five-door



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



*with mirrors folded

LIKES AND GRIPES

Odometer easier to read ... but navigation screen sited too low

Superb braking ... except for handbrake

Armrests in centre front and rear ... but front one gets in the way when gearchanging

Door seals keep sills clean ... but they will have a hard life