

T · I · N · Y TRIO

The baby-car battle heats up as Fiat's revised and re-engined Panda 750 meets Daihatsu's dramatically different Domino in the below £4000 class. Yugo's 55 is good value, too, but which tiny tot is top?

By today's inflated standards a new-car buying budget of £3000 to £4000 is hardly generous: indeed, the motorist with resources in this region is hardly presented with an enormous choice of new models. This is the sort of very real limitation which faces numerous small car owners each year, and it's a restriction which encourages many to shop second hand in order to obtain a decent-sized car.

But for equally many, the thought of buying secondhand is abhorrent: for them, the security of a new vehicle, the manufacturer's warranty and the kudos of displaying the latest registration prefix are prime requirements, and their choice must centre on either a heavily subsidised but well-equipped East European car, or one of the more basic tiny tots from Europe or Japan.

Given that it has to be a small car, our price band nevertheless still excludes such familiar compacts as the Peugeot 205, Renault 5 and Ford Fiesta – even the very basic versions of these cost £4000 or more.

However, such a budget need not be all doom and gloom. A number of reputable manufacturers cater for this price bracket and, with our £4000 ceiling in mind, we tested three cars – each representing a different approach to the concept of the budget car.

Perhaps the most familiar budget concept – apart from the Mini and Citroen 2CV, of course – is Fiat's boxy Panda, recently revised and fitted with a new, tiny 750cc engine.

As the basic model it sells for just £3290 in a range which goes up to £4872 for the unique one-litre four-wheel drive version.

Also new is the Japanese Daihatsu Domino, now with a five-door body reminiscent of the Fiat Uno, but still under eleven feet long. Power comes from a three cylinder engine of just 850cc.

Third contestant is the Yugoslavian Yugo 55, by some considerable margin the most up-to-date small-car design to emanate from the Eastern block. Keen pricing of this successful hatchback line allows a 1100cc version to compete in this class.

And the theory of mechanically modern, yet still well-equipped and well priced small cars has certainly worked for Zastava Yugo, with sales increasing by around a quarter in 1985 alone.

The Yugo 55 comes in two trim levels – the basic 55 and the GLS. We tested the GLS. Despite breaking our price range slightly at £4099 (the basic model costs £3349) it demonstrates the company's policy of providing lots of equipment for a low price. For instance a stereo cassette player, colour co-ordinated exterior trims together with electronic ignition are included.

Power of 55 bhp comes from the well proven, Fiat-derived 1.1-litre engine. Transmission is four speed, with drive to the front wheels.

Yet perhaps the most significant car in our test is the revised Fiat Panda: it uses a totally different marketing concept. Unlike the Yugo,





FIAT PANDA 750L



DAIHATSU DOMINO



YUGO 55

the Panda is a thoroughly modern, up-to-the-minute and stylish small car: some would even label it trendy. The price, however, has been kept down to a very reasonable £3290 in this 'entry-level' 750 L version by limiting the levels of equipment included in the purchase price, and by providing an unusually tiny engine.

Styled by Giugiaro, the Panda was first introduced six years ago. Although the more conservative types of customer did not at first appreciate its boxy, utilitarian lines, the Panda's chic and stylish image was soon snapped up by the younger buyers and second-car seekers.

In Italy it takes 65 per cent of total sales in the small car segment – but abroad it is seen largely as a second car, or as a fashionable town run-around – in England a total of 14,200 were sold last year alone.

And taking a hint from the Panda's smart image in Britain, Fiat are realising that the market for a very basic car is not quite so lucrative any more. Fiat decided to move the Panda slightly upmarket by improving the two areas – ride comfort and engine refinement – which in the past have let this car down.

Consequently a special version of the new FIRE engine has been developed for the Panda. This robot-built unit is a miniscule 750cc in capacity yet produces 34 bhp at 5200 rpm. It is closely related to the 1000cc FIRE engines presently seen in the Lancia Y10 and Uno, and of course the new Panda 1000.

Inside, although there is still a lot of bare metal – understandable considering this is perceived by Fiat as a basic car – the Panda's level of trim has been improved, and the same chic looks are of course retained.

The most recently-launched car is the Daihatsu Domino. Its similarly-titled predecessor had been on the market for some time but was too tiny and slow to warrant serious consideration; the new car is totally different, and much more likely to appeal to a wide public.

The new model comes complete with modern design thinking: tall, thin and very short – in fact its length measures a mere ten-foot six – eight inches less than the Panda and eleven less than the Yugo. And with a width of a mere four feet seven inches the Daihatsu Domino is actually narrower than a Mini!

Its engine is an unusual overhead camshaft three-cylinder, 846cc transversely mounted unit which produces 44 bhp at 5500 rpm. Transmission is five speed, to the front wheels.

Sold as a single model, the £3995 purchase price of the Daihatsu includes an incredible amount of equipment for the class. There are luxuries not normally associated with small cars, such as a radio, rev

GROUP TEST

counter, child safety locks and an internal hatchback release – plus of course the advantage of a five-door body, rare in this class.

PERFORMANCE

PANDA	●●●●●
DOMINO	●●●●●
YUGO 55	●●●

Zero to sixty mph acceleration times might not be expected to be of major concern on these very basic machines – after all they are hardly performance cars. Having said that, though, it is still essential that a modern vehicle should have sufficient power to cope with both heavy town traffic and overtaking once on the open road – and this they all have, despite their diminutive power units.

By far the smallest engine in the group is the Panda's tiny four-cylinder 750cc FIRE engine. But despite its miniscule capacity it gives beautiful, smooth performance, with a very respectable 0-60 time of just over 18 seconds, a figure obtained on our low-mileage test car.

Although the 750's gearing is on the low side, which means that the unit revs rather too high for relaxation at speed, the Panda's performance – even in the high gears – is very flexible indeed. Maximum speed is of course sharply affected by the road's gradient, but is certainly well in excess of 75 mph. In fact, our car would hold an indicated 80-85 mph with little difficulty. Overall, the baby 'FIRE' represents what must be the ultimate in small engine technology and in the case of the Panda this superiority certainly shows through.

The gearchange is neat and precise, though it does tend to feel slightly rubbery when it comes to very fast shift down. At times, too low gears were difficult to select on our low-mileage example. A further small point is that a number of the drivers complained about the new shape of gear lever.

The Daihatsu also has an unusually small engine – this time a tiny three cylinder unit of 846cc, which has been designed to take up as little space as possible so as to give passengers and driver as much legroom as possible.

Considering the engine's size, we were pleasantly surprised by its performance – the 44 bhp provides 0-60 mph acceleration in 14.7 seconds and also allows excellent acceleration and flexibility even in the high gears. This means that there is less need to change down a gear for hills, for instance, and consequently less need to use high revs.

But despite being extremely versatile when it comes to power output and flexibility, the Domino's three-cylinder unit does suffer from a certain lack of refinement – its beat

sounds rough and uneven, especially on initial start up. A further criticism is the car's slightly clonky, rubbery gearchange which makes life difficult at times. Full marks, however, for the standard fifth gear and the quality of the clutch.

And thanks to its power advantage and good aerodynamic shape, the Domino's top speed is over 80 mph in the right conditions.

The performance the Yugo enjoys from its 1116cc engine is understandably somewhat greater. Our 0-60 time for the 55 GLS was 15.7 seconds but then this unit ought to perform better than, for instance, the Panda's FIRE engine, if only because of its greater size.

Low down acceleration is ample for quick town driving but at cruising speeds of 70 mph even 1116cc leaves little in reserve – this means that the Yugo can find it difficult to overtake at speed as there is little extra power to call upon.

The design of the four-speed transmission shows up when it comes to gear selection; shifts are generally stiff and notchy – a fact which does not enhance the Yugo's appeal as a town car. On the motorway the Yugo is no more noisy than

the Fiat, but its eventual 85 mph top speed is certainly better and the extra engine capacity means less slowing down on steep hills or when running laden.

HANDLING AND RIDE

PANDA	●●●●●
DOMINO	●●●●●
YUGO 55	●●●

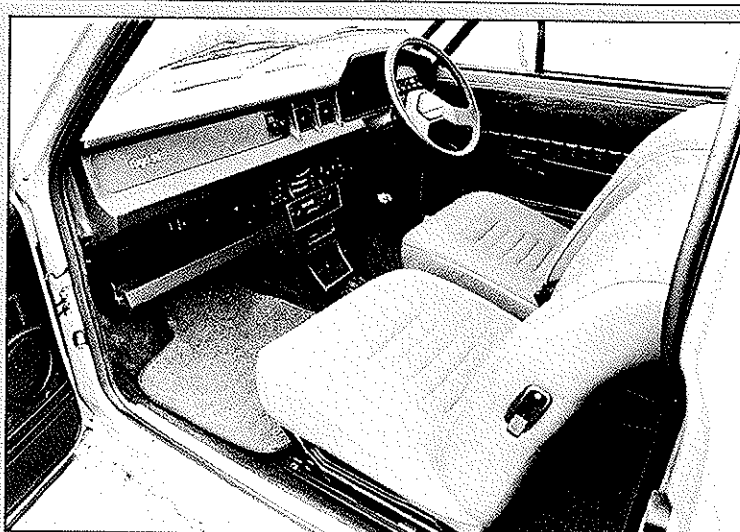
In response to the most serious criticisms of the old Panda – poor ride and suspect handling – the new Panda has been given a completely

new rear suspension system which replaces the primitive old axle and leaf spring layout. The replacement design is an 'Omega' system, similar to that on the Lancia Y10, which works and performs like an all-round independent layout yet is much cheaper to produce.

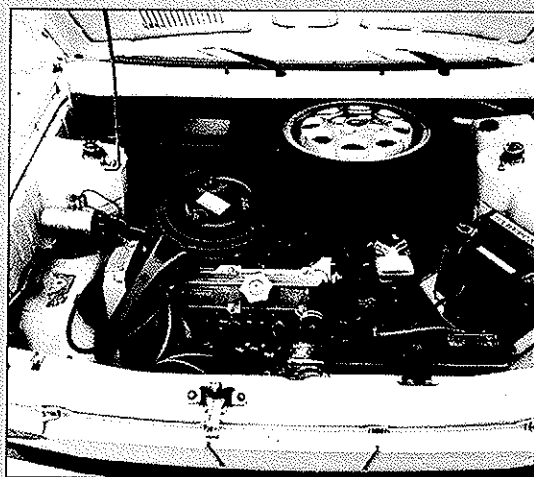
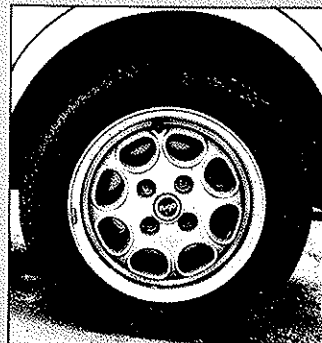
Designed to give just the right combination of firmness and comfort, this suspension change has reversed the old Panda's past reputation for a harsh and bumpy ride.

Overall there is a far more secure feel, a quality which is also a reflection of the new Panda's more secure

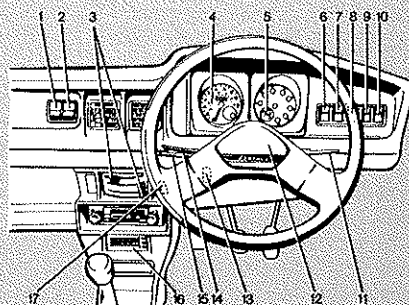
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YUGO 55



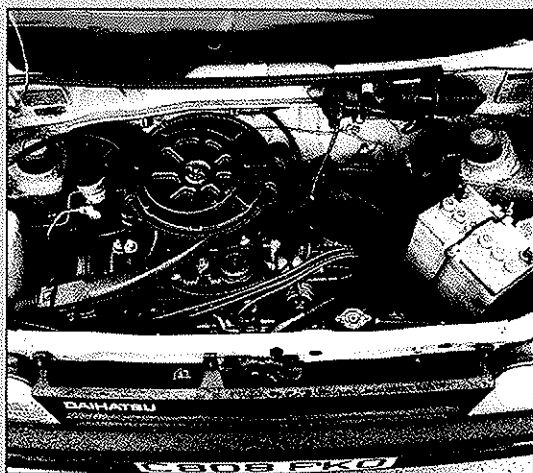
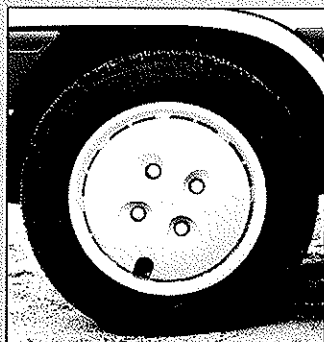
- 1 Front fogs
- 2 Rear fogs
- 3 Air/temperature adjustment
- 4 Speedometer
- 5 Fuel
- 6 Rear wash/wipe
- 7 Hazards
- 8 Fan
- 9 Heated rear screen
- 10 Lights
- 11 Washers/wipers
- 12 Horn
- 13 Choke
- 14 Indicators
- 15 Dip/flash
- 16 Clock
- 17 Lighter



Tall and upright Daihatsu body provides remarkable interior space, with both front and rear legroom generous and good headroom all round. Driving position is good, instruments comprehensive and neat, and general effect smart. Drawback is tiny boot (below right) though seats fold easily. Three cylinder engine is flexible and economical, rough beat is annoying on long runs



DAIHATSU DOMINO



it is, after all, both shorter and narrower than the Panda and Yugo.

Yet that conclusion would be very far from the truth: the Domino is amazingly spacious for its size.

In the front there is ample space for both driver and passenger, with enough rearward seat adjustment to suit all but the tallest of drivers.

Rear seat passengers benefit from a remarkable amount of space, with ample leg room even when the front seats are pushed right back.

In fact, in overall terms this car feels extremely spacious inside and is certainly comparable to many of the full-sized superminis on the market at the moment.

The Domino's secret? The feeling of space really stems from the tall body shape which provides ample headroom, and the large amounts of glass used in its construction. The bonus of two large rear passenger doors, opening usefully wide, helps the impression too.

But take a longer look at the Domino's design and it becomes obvious just where this space is actually taken from – very little of the car's precious dimensions are used to accommodate the tiny engine or, crucially, the boot.

Loadspace is in fact tiny, with hardly any depth to the boot at all, although, to give the car its due, the boot does benefit from plenty of height. Fold back the rear seats and the result is a very practical little load carrier indeed.

All the Domino's seats are well shaped and quite comfortable – even on a long journey they were no problem – though they do suffer from being a little too narrow.

The driving position might be a little too upright for some tastes but it is comfortable and gives the driver very good visibility over the tiny bonnet – an important consideration for a town car.

The Panda follows a slightly different philosophy in its use of interior space. Instead of concentrating largely on room for driver and passengers the boot has been given equal priority. Consequently it is about double the depth of the Daihatsu's.

Even so, this does not seem to have that much adverse effect on accommodation – front space is ample and, though the rear seat space is slightly limiting, travel in the back should not be too uncomfortable for most users.

The Panda's actual seats do not look particularly inviting – they are wafer-thin and appear to offer neither much support nor padding for both driver and passengers – but in reality they provide quite adequate comfort. Like the Daihatsu, the driving position is high and upright, a position which cannot be changed as the Panda's backrests do not adjust for rake on this base 'L' version.

tion on the strengthened floor pan. And the small machine is now much more stable on sharp, bumpy bends and when braking hard.

The Panda is in fact the only car of the three which does not have servo assistance for its brakes. They might need a firmer touch, but once used to their slow response they still provide just about adequate braking power for this small car.

Around town the Daihatsu is in its element, with the combination of light, direct steering and a compact shape. The ride might feel slightly bumpy as the Domino's suspension tends to pick up any unevenness in the road, but this will be no real hardship for most owners.

Yet when travelling at speed the suspension tends to feel rather bouncier, and when exposed to high cross winds the light weight of this vehicle results in a certain amount of instability. It does not instill as much driver confidence as some small cars such as the Uno, but it's still better than many we could mention.

Servo assistance to the brakes makes braking very good indeed: the Panda's unserved system is not half as reassuring.

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Overall the Yugo 55 is a far more heavily-built beast, which means that, although the steering can sometimes feel relatively light, it is a far more cumbersome machine to drive around town and manoeuvre into tight spaces. Against its modern counterparts it also tends to lack steering precision and speed of response, though it is years ahead of the other East European designs.

Even though the Yugo might not be as capable around town, at high speeds its weight makes it feel much more stable and safe. It holds the

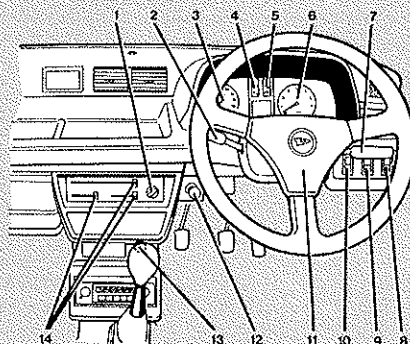
road well and, though the old transverse leaf rear springing design might not be particularly quiet on some road surfaces, its firm ride is certainly more acceptable than some small cars.

ACCOMMODATION

DOMINO	●●●●●
PANDA	●●●●●
YUGO 55	●●

On paper it looks as if the Daihatsu should be the car in this group to suffer from restricted accommodation –

- 1 Fan
- 2 Wipers
- 3 Speedometer
- 4 Fuel gauge
- 5 Temperature
- 6 Rev counter
- 7 Indicators/lights
- 8 Heated rear screen
- 9 Rear fogs
- 10 Rear wiper
- 11 Horn
- 12 Choke
- 13 Cigar lighter
- 14 Air direction/temp



GROUP TEST

Though the Yugo 55 might be externally the largest car in the group, it suffers from a less efficient interior design. This means that the boot space is no larger than in the Panda, nor is there any more leg room.

The seats, however, do look a far better quality and benefit from more padding and support. The seating position, though comfortable, is much lower down in the car which has the effect of reducing driver visibility for shorter occupants.

LIVING WITH THE CARS

PANDA	●●●●●
DOMINO	●●●●●
YUGO 55	●●

The undoubted advantage of all three of these cars is that they are highly practical around town. The Daihatsu is so small that it could almost be parked sideways between cars and the Panda has a tight enough turning circle to nudge it into even the tiniest gap.

The Yugo fails to compete quite so effectively as it is both slightly longer, less manoeuvrable and has heavier steering. Inside, too, it's less impressive, with a dated dashboard styling containing just two dials – one the speedometer and one housing a scattered array of warning lights. There's a confusing and unimaginative line of switches, too: they are clearly marked in daytime, but can easily be muddled at night, when one can inadvertently switch off the lights instead of the heated rear window, for instance. The heating system is complicated at first but once the three controls have been worked out it does its job effectively.

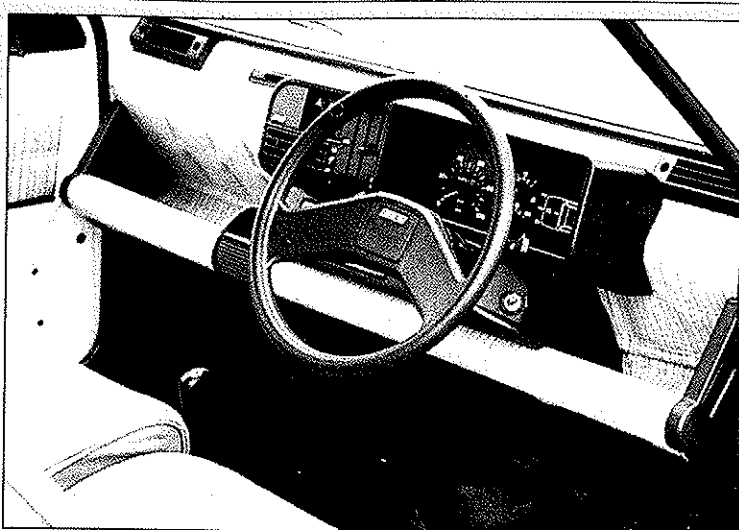
The dashboard on the Domino is smart and well laid out with clearly designed dials and gauges together with a good set of warning lights. We were pleased to see a tachometer on such a low-priced, unsporting car. There's no clock, though.

The only criticism which can be levelled at the Domino's interior is a subjective one: the quality of the dash material is poor despite the soft imitation leather which is used instead of hard plastic. Build quality is however very good – in other words everything seems to fit in its place almost perfectly.

A small car might be excellent around town but often it leaves much to be desired on the longer motorway run. In this respect the Domino scores highly on the strength of the fact that it is the only one in the group to be fitted with a fifth gear, considerably reducing noise levels.

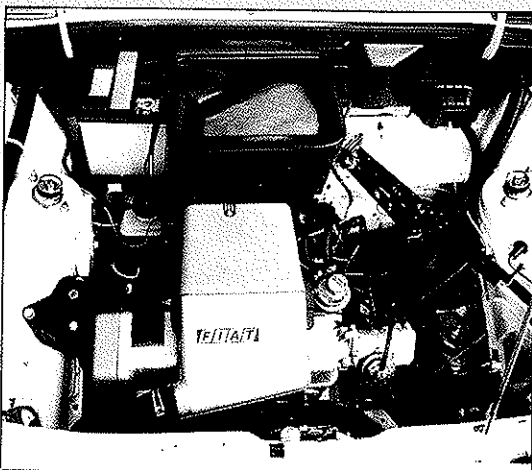
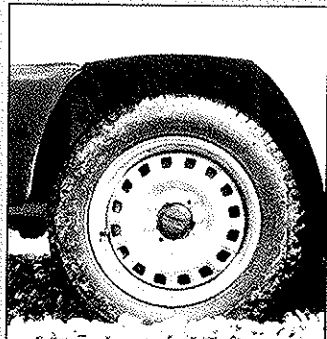
Lack of a fifth gear does tend to make the Panda uncomfortably noisy and hard going at speed but this is just about tolerable – and it does not really matter for around town driving unless you habitually accelerate at peak revs.

Inside the new Panda retains the



FIAT PANDA 750L

Panda's boxy shape provides adequate front and rear leg room, ample headroom plus a good sized boot. The driving position is upright but comfortable. Inside trim is stylish and good quality; instrumentation is comprehensive considering price. Tiny 750 FIRE engine gives smooth performance while returning excellent fuel consumption figures



same pouch-like dashboard design but almost all the controls have been redesigned: the instrument housing itself is larger and more attractive and the switches are well laid out.

Points are also scored for the high quality of the trim and tweed material used on the seats, dashboard and trimming on the doors. The doors might feel slightly tinny but no real criticisms are justified – it's certainly the best looking interior of the three.

COSTS

PANDA	●●●●●
DOMINO	●●●●●
YUGO 55	●●●●●

With any small car, running costs ought to be kept to a minimum: for the motorist buying one of these very basic models, rock-bottom running costs are an essential prerequisite.

As far as fuel consumption is concerned, we soon found that the Government's official figures painted a very rosy picture indeed: our test figures provided a much less optimistic set of results.

The car in the group which claims the highest mpg is the Daihatsu. Running initially on the prescribed

two star fuel – though Daihatsu confirmed to us that it tended to pink on this and recommended three star instead – we managed an average of around 38 mpg.

Yet despite being a very respectable figure it still failed to match the manufacturer's claimed 48 mpg in the urban cycle and upwards of 45 mpg on a motorway run – let alone the astonishing 'official' 70.6 mpg quoted for a steady 56 mph.

The Panda stayed a bit nearer the mark with an average of 41.7 mpg compared with government figures

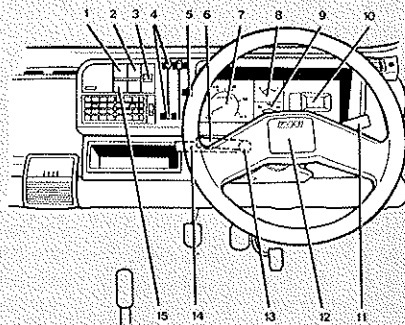
of between 45 and 56 mpg – no 75 mph result is quoted. The Yugo returned just 34 mpg in our hands, compared with the manufacturer's 31-48 mpg official readings for city and 56 mph driving.

Servicing for the Panda and Yugo is at 12,000 mile intervals, with 6000 mile oil changes. The Domino needs more regular attention with a service every 6000 miles.

Of the three, however, the Panda's tiny FIRE engine should require less maintenance attention as its structural simplicity means

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- 1 Hazard Warning
- 2 Heated rear screen
- 3 Lights
- 4 Air direction
- 5 Screen
- 6 Indicators
- 7 Speedometer
- 8 Fuel
- 9 Temperature
- 10 Control panel
- 11 Wipers
- 12 Horn
- 13 Choke
- 14 Dip
- 15 Rear fogs





that it has 30 per cent less moving components than conventional four cylinder units. Fiat claim significant labour savings.

The FIRE unit is also designed to warm up faster with the need for less choke – a factor which is partly responsible for the Panda's good fuel economy, yet we found our car needed choke for quite some time in order to run cleanly.

As usual, each of the cars comes with a year's unlimited mileage warranty, though extensions of one to two years can be bought for the Panda and Daihatsu.

The Daihatsu has the best anti rust warranty in the business – eight years – with the Panda coming a close second with its six year plan. The Yugo offers three years corrosion protection.

Insurance will be low for each of the cars although the Panda will further benefit from being slotted into the group one bracket compared with group two for the Yugo and the Japanese Domino.

VERDICT

PANDA	●●●●●●
DOMINO	●●●●●
YUGO 55	●●

So what is the best buy on our limited budget? In the final reckoning the Yugo 55 has to be rated down. It might be the best car to emerge from Eastern Europe but it still suffers badly from some outdated design aspects when it is put up against its up-to-the-minute rivals.

Though externally it might look impressive with its colour co-ordinated body styling, underneath the flashy exterior it shows fewer signs of sophistication. It's adequate on most counts but not outstanding on any, save that of sheer value.

Consider, though, factors such as the likely higher depreciation and it becomes questionable as to What Car? July 1986

whether the Yugo is actually the good buy it at first appears to be. Better, perhaps, to go for a more refined European or Japanese model.

The tiny Daihatsu Domino is certainly a remarkable car and competes well for top place. A vast improvement on the old model, this truly micro sized machine scores very highly on accommodation with amazing amounts of leg room.

The three cylinder engine has outstanding performance for its size: high equipment levels, plus a five speed gearbox and a five-door body make this car a very worthy choice.

But on the minus side there must be counted a number of factors which cut down on the Domino's points. Firstly, there's the gruff engine note which might make the car's novelty wear off quite soon; secondly, Daihatsu has a limited amount of dealers – a problem which is shared by the Yugo. There are only 135 Daihatsu agents compared with Fiat's 325 and Yugo's 191.

Add to this the Domino's limited boot space and it falls behind the Panda which takes highest points in our test – unless, of course, your prime need is for a five-door, which would eliminate the Italian car.

The Panda is not only the cheapest of the three: it is also very stylish, highly practical and, with well over three hundred Fiat dealers around the country, easy to service.

Although a fifth gear would make it far more comfortable at cruising speed – this is not even available as an option on the L or CL models – the tiny FIRE engine is as sweet and flexible as any small car should need. Inside quality of trim is very high, despite the fact that there's a touch too much bare metal.

Above all, though, it's a very stylish small car that successfully overcomes the drawbacks of its predecessor but does not lose out on character in the process.

HOW THE CARS COMPARE

CAR	Fiat Panda 750L	Daihatsu Domino	Yugo 55 GLS
PRICE	£3290	£3995	£4099
Other models	5 h/back	None	1 h/back
Price span	£3290-£4872	—	£3349-£4099

PERFORMANCE

Max in 5th (mph)	—	83	—
Max in 4th (mph)	78	85	84
Max in 3rd (mph)	70	69	73
Max in 2nd (mph)	45	46	52
Max in 1st (mph)	24	27	35
0-30 (sec)	4.6	3.7	4.5
0-40 (sec)	7.8	6.2	7.1
0-50 (sec)	12.5	10.1	10.2
0-60 (sec)	18.4	14.7	15.7
0-70 (sec)	30.2	23.3	22.6
0-80 (sec)	—	40.7	—
0-400 metres (sec)	21.3	19.7	21.4
Terminal speed (mph)	63	66	67
30-50 in 3rd/4th/5th (sec)	9.2/13.4/—	6.9/10.9/13.9	7.8/11.0/—
40-60 in 3rd/4th/5th (sec)	10.1/15.4/—	8.5/12.3/17.2	7.2/10.8/—
50-70 in 3rd/4th/5th (sec)	—/29.2/—	—/15.7/21.4	8.9/12.6/—

SPECIFICATIONS

Cylinders/capacity (cc)	4/769	3/846	4/1116
Bore x stroke (mm)	65 x 58	66.6 x 81	80 x 56
Valve gear	ohc	ohc	ohc
Compression ratio	9.4:1	9.5:1	9.2:1
Fuel system	carb	carb	carb
Power/rpm (bhp)	34/5250	44/5500	55/6000
Torque/rpm (lbs/ft)	42/3000	50/3200	57/3000
Steering	rack/pin	rack/pin	rack/pin
Turning circle (ft)	31/3.8	30.8/3.6	31.1/3.5
Brakes	Di/Dr	S/Di/Dr	S/Di/Dr
Suspension front	I/McP	I/McP/AR	I/McP
Suspension rear	I/O	I/STA/C	I/TL

COSTS

Test mpg	35.6–41.9	38.2	34.1
Govt mpg City/56/75	45.6/56.5/41.7	48.7/32.6/44.8	31.7/47.9/34.2
Tank galls (grade)	8.8(4)	6.2(2)	6.6(4)
Major service miles (hrs)	12,000(2)	6000(2.5)	12,000(3)
Parts costs (fitting hours)			
Front wing	£15.92(5.0)	£47.65(0.5)	£17.86(NA)
Front bumper	£45.79(0.25)	£76.06(0.4)	£40.56(0.4)
Headlamp unit	£31.04(0.30)	£54.45(0.6)	£16.72(0.2)
Rear light lens	N/A(0.10)	£6.82(0.2)	£1.49(0.1)
Front brake pads	£15.75(0.60)	£15.90(0.4)	£7.67(0.6)
Shock absorber	£27.58(1.10)	£40.18(0.7)	£32.44(0.6)
Windscreen	£52.16(0.70)	£58.00(0.5)	£60.30(1.0)
Exhaust system	£88.47(0.60)	£95.95(1.1)	£36.58(0.9)
Clutch unit	£39.88(3.10)	£70.30(3.7)	£54.09(3.9)
Alternator	£88.33(0.40)	£256.00(0.3)	£62.71(1.1)
Insurance group	1	2	2
Warranty	12/UL	12/UL	12/UL
Anti-rust	6 years	8 years	3 years

EQUIPMENT

Five-speed gearbox	n/a	yes	n/a
Automatic transmission	n/a	n/a	n/a
Alloy wheels	n/a	n/a	yes
Seat height adjustment	n/a	n/a	n/a
Seat lumbar adjustment	n/a	n/a	n/a
Adj. steering column	n/a	n/a	n/a
Split rear seats	n/a	yes	n/a
Rear seat belts	yes	yes	yes
Sunroof	n/a	n/a	yes
Sound system	n/a	yes	yes
Headlamp wash/wipe	n/a	n/a	n/a
Rear wash/wipe	n/a	yes	yes
Petrol cap lock	n/a	yes	yes
Rev counter	n/a	yes	n/a

DIMENSIONS

Front headroom (ins)	34	34	37
Front legroom (ins)	29-35	32-38	31-39
Steering-wheel-seat (ins)	12-18	13-21	12-20
Rear headroom (ins)	30	35	33
Rear kneeroom (ins)	8-15	10-16	22-29
Length (ins)	133	126	137
Height (ins)	57	55	54.7
Boot load height (ins)	28	22	32
Overall width (ins)	58	55	61
Int. width (ins)	49	48	51
Weight (cwt)	13.7	11.0	15.5
Towing weight (cwt)	15.7	7.9	—
Boot capacity (cu ft)	9.6/38.4	8/34	9/27

KEY: Valve gear: ohc, overhead camshaft. Steering: rack/pin, rack and pinion. Brakes: Di, discs; Dr, drums; S, servo assistance. Suspension: I, independent; AR, anti-roll bar; C, coil springs; McP, MacPherson struts; STA, semi-trailing arms.