

DOUBLE TEST: HOT HATCHBACKS

In a spectacular upping of the hot-hatch stakes Volkswagen have given the Golf GTi 16 valves and 140bhp, while a potent 1.9-litre engine gives Peugeot's 205 GTi 130bhp and 130mph potential. We discover how they handle their substantial extra power – and which is top dog – in a parallel test





THE POWER AND THE GLORY

Just where will it all end? one is tempted to ask. Surely there must be a sensible limit to the power and speed manufacturers are prepared to pack into their everyday shopping cars just to turn them into ever more desirable sporting status symbols that will enhance the dusty image of the ranges' more pedestrian models?

To judge by past performances—and certainly by recent introductions—the answer to that question would appear to be an emphatic no: the desire for power knows few bounds. Cynics would see it as a sinister psychological marketing strategy, priming the public to perform as pawns in a spiralling power game.

Yet whatever the makers' motivations and however legitimate or below-the-belt their tactics might be judged, there can be no doubt that the power struggle has resulted in some very fine cars.

And there can be no better proof of progress than the cars themselves, in particular the two which since their inception have always stood out from the crowds in their respective classes—the Volkswagen Golf GTI and Peugeot's 205 GTI. Both were instant hits from the word go, and both have managed to stay one jump ahead of the pack.

Just how the 16-valve treatment revives the Golf's big-class credibility becomes clear overleaf; in the junior league, meanwhile, the King 205—having risen from 105 to 115bhp not so long ago—is hardly in need of any revitalisation. Yet in a surprise move Peugeot have upped the speed stakes still further by implanting an engine of no fewer than 1.9-litres and 130 horsepower in their GTI, resulting in a no-compromises roadburner that devastates the baby-class opposition. But, as our story beginning on page 66 shows, the extra power doesn't just guarantee Peugeot the junior championship—it shoots the baby GTI straight into the big league where it's a threat not just to the also-rans but to the top ranking Golf 16 valve, too.

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VW GOLF GTI 16V

Volkswagen's Golf GTI has always been a trendsetter. Ever since it first appeared in Britain, in 1979, it stood out on its own, offering the family man the practicality of Golf's popular hatchback, with performance to satisfy his competitive instincts.

It was an alluring, intoxicating blend: since those first right-hand drive examples appeared, over 39,598 have been sold in the UK.

Other manufacturers have tried to keep up – notably Ford and Vauxhall with Escort XR3i and Astra GTE – but the Golf GTI has remained king of the hot hatchbacks. This position Volkswagen strove to maintain by increasing the engine's size from 1600cc to 1800cc when the Mark 2 came upon the market. In our August 1984 issue we pitted this new 1.8-litre version against some of its major rivals which had appeared in response to VW's hot hatch initiative. They included the Fiat Strada Abarth 130TC, Ford Escort XR3i, Lancia Delta HF Turbo, and Vauxhall Astra GTE. Was the Golf still tops – especially at its increased (£700 more expensive) price? We concluded that it was: 'the reincarnated GTI proves itself every bit as worthy as its illustrious forebear...'

More than two years on, we find ourselves asking similar questions in response to VW's latest creation to maintain their number one position: the 1.8-litre GTI with 16 valve head.

The heart of the matter – the engine itself – is a development of Volkswagen's EA287 engine that first saw light of day in 1972. Since then, VW have built more than 17 million in various guises.

Work began on the 16 valve some five years ago, and appeared two years later in a Scirocco GTI, since when further modifications have been made to it, including the adoption of a roller chain to drive the overhead camshafts.

The head itself is made of aluminium with quite a narrow profile. This is due, in part, to the layout of the valves. The pair of exhaust valves are placed vertically, while the pair of inlet valves are canted over by 25 degrees. Hydraulic tappets mean that the 16V needs no extra trips to the service bay, requiring the same intervals – 20,000 miles – as the rest of the VW range.

But this engine technology doesn't come cheap: the GTI 16V weighs in now at a hefty 11,217 pounds, and 48 of your hard-earned pennies. That's a lot of money for a motor car – especially a hot hatchback. It's close on two thousand pounds more than the equivalent eight valve version, and just over £1000 more than the five door eight valve Golf GTI.

So, apart from an extra eight valves, what more do you get? Well,



VOLKSWAGEN

GOLF

there's central locking (but from the driver's side only), electric front windows, and steel sliding sunroof and tinted glass. Perhaps more importantly, there's the 16V insignia on the front grille, on the glove box, on the rear hatch, on the key fob, and if you lift the bonnet, on the cam cover there's DOHC 16V in red on the gleaming aluminium. The effect, though, is somewhat offset by the rough-hewn heat shield metal plate on the front bulkhead, situated just behind the exhaust manifold. Such a crude piece of workmanship looks out of place in an engine bay where efficiency is the order of the day.

Otherwise, there's little else to distinguish this 139bhp GTI from its 112bhp stablemate. For those that believe subtlety is the right course, rather than broadcasting a car's performance loudly down the side, this fact will come as something of a relief. Its performance potential is nicely understated: that low, squat

stance gives you a hint of what to expect from behind the wheel.

PERFORMANCE

It may seem almost heretical not to give the 16 valve GTI our full five-star rating – throw your hands up in horror, while we cover our heads with sackcloth. But, horror of horrors, we actually found the GTI (whisper it) disappointing.

It's not that the GTI isn't sensationally quick in 16 valve trim. It is. In our timed 0-60mph runs we managed to better the official figures, be it marginally, with a 7.47sec dash (Volkswagen claim 7.9secs), although we found ourselves 1mph short of the stated 130mph top speed. And often you find yourself travelling much quicker than you might imagine, its actual speed being surprisingly deceptive.

It's just that the flexibility and sweetness of the eight valve car

seems to be missing. The 16V requires more effort from the driver, and this is in part due to the characteristics of the 16 valve layout.

In eight valve trim, the GTI's output is 112bhp at 5500rpm. Turning to the 16V, it produces much more – 139bhp – but much higher up the rev range at 6100rpm. Torque characteristic comparisons also make interesting reading, too. The eight valve pushes out 115lb ft at an almost ideal 3100rpm. The 16V, on the other hand, raises the torque figure to 123.5lb ft, but this only comes in when the engine is turning over at a rather high 4600rpm.

Now VW claim to have kept the same torque characteristics as the eight valve, but just improved the top end response. This is undoubtedly so, but in reality, because the 16V's new found speed is all focused in the narrow band above 5000rpm, the driver often finds himself dropping down a gear or two to keep the revs



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up as high as possible to make best possible use of this high-end torque. For acceleration over 5000rpm is almost turbo like, the engine suddenly coming alive and slicing through those miles at an excessive rate of knots.

It is worth here making a comparison with the 205 GTI 1.9, which simply delights in the use of the accelerator. It doesn't matter what the gear, just floor the throttle and experience take off. With the GTI 16V, you're much more conscious of making sure you're in the lowest gear possible to get the most from that top end torque. The overall impression, therefore, is that bottom-end torque has been sacrificed for top end performance – although in reality that isn't the case.

Also on the demerit side, is the fussiness of the 16 valve motor: there's no doubt that all those valves are working furiously away, while it becomes quite excessively



noisy over 5000rpm (which, incidentally, equates to 100mph in fifth gear).

HANDLING AND RIDE



There is something very reassuring about stepping into a Golf GTI – whether eight valve or 16 valve. Flick the ignition, blip the throttle and hear the muted growl from the twin tail pipes. Then pull away and hear the gentle thud as those low profile Pirelli P6s pass over pot holes or other such impediments in the road.

The taught, firm springing means that some road irregularities are passed through into the driving cabin, but at the same time you can smile smugly to yourself in the knowledge that you're at the wheel of a performance car, the cornering capabilities of which are staggering.

Pushed really hard through tight corners, and then some body roll might see the rear wheel trying to

waggle its back heels, but really the limits of adhesion are quite superb.

On the minus side, though, torque steer was much more evident on damp surfaces, the front wheels under considerable duress to transfer some of that 139bhp into forward motion, first one side snatching grip, then the other catching.

ACCOMMODATION



There is little to add here that hasn't been said before. One of the Golf's strongest features has been its load carrying ability.

Surprising, though, in a car costing over £11,000, that you have to pay extra – £213 extra, no less – for a split fold rear seat facility.

LIVING WITH THE 16V



While on the subject of money, you might wonder – sitting in the driver's seat – what you have to pay so as not

to be presented with so many blanked off switches. True, there are electric front windows, but on the whole, the interior is quite spartan – gloomy almost, despite the red piping on the seats.

Another gripe is the central locking. This only works from the driver's side. Hardly the thing to impress, if, once having helped your charming lady out of the side hugging seats, you then have to dash back round to the driver's side to lock the car. There is also no lockable fuel cap.

The steering is also atrociously heavy at parking speeds, although once travelling at speed, provides just the correct amount of feel, with almost ideal gearing at just over three turns lock to lock.

COSTS



It is quite remarkable that a car of this type, with such sporting ability, should still be able to return a fuel average of a smidgin over 30mpg in our time with the car. Even if you push the car really hard, it seems unlikely you'll dip much below it.

Then there is the service factor: apart from a 10,000 mile lubrication visit, your GTI 16V needs a major service only every 20,000 miles. On the demerit side, though, parts are likely to be on the high side.

Traditionally, Volkswagens hold their prices well, so depreciation is not likely to be a significant factor. Indeed, considering the long waiting lists for new GTI 16Vs – delivery time is somewhere between six to eight months – a high secondhand resale price can be envisaged.

VERDICT



There is no doubt that the latest packaging of the GTI is a highly desirable motor car. But probably for the wrong reasons.

In our opinion, it is difficult to beat the eight valve GTI: it is the epitome of hot hatches. It has performance, a flexible, sweet pulling engine, and good family carrying ability.

Although the 16 valve GTI is undoubtedly quicker, its power advantages are hardly worth the £2000 extra over the three door eight valve, which looks a real bargain alongside this 16 valve newcomer.

Where the 16 valve does count, though, is in terms of prestige. It is the latest model, the right car to be seen in. You can pour scorn on 'ordinary' GTI drivers – let alone XR3i drivers – when you enter the car park of your local pub for a Sunday lunchtime drink. And just make sure, when ordering your pint, that you throw the special key fob on the bar, all the better for others to see the 16V initialling. For in the prestige stakes, there's no doubt that this is the right car to have. But as a piece of engineering, it left us cold.

DOUBLE TEST: HOT HATCHBACKS

PEUGEOT 205 GTI 1.9

Alice in Wonderland's Cheshire cat is perhaps the 1.9-litre 205's closest parallel, for like Carroll's fiendish cat, when the Peugeot is gone only the grin remains.

It's almost as if the French engineers had been guilty of some grotesque mathematical 'mistake', allowing a decimal point accidentally to slip the wrong way, with the result that their baby car, designed originally around a neat 1.0-litre power unit, ended up with an engine that was almost indecently large for the job in hand.

But miscalculation or not, what a phenomenal car that seeming mismatch makes! One hundred and thirty horsepower is, of course, far too much power for such a small machine – at least it's far more than any sane individual should actually need or could even justify in the name of everyday driving.

Yet ever since the first family 205 showed the potential of Peugeot's chassis, that desire for more power has been escalating: the early 80bhp GT went only a small way in the right direction, while the injection 1.6 GTI that followed it proved so superb as to redefine the whole GTI cult. Peugeot upped that car from 105 to a sizzling 115bhp before anyone had had time to ask for more power and now, before we've even adjusted to the tuned 1.6, there's a massively faster version with a 130bhp engine of no fewer than 1905cc.

So what, precisely – apart from the obvious increase in performance and a £1200 price hike to £9295 – have Peugeot changed on the 205 to bring it up to the big boys' level?

Apart from the new engine, mechanical changes are few. Rear brakes are now disc, the alloy wheels are of a new pattern, and the only other external indications of change are the discreet '1.9' badges.

Even the interior shows little change, with only a thicker, leather-rimmed wheel and leather-edged seats to give the game away.

Inevitably, most interest must centre on the new engine. Yet despite its high power output of 130bhp it's a far from exotic unit: no 16 valves, twin camshafts, turbochargers or inter-coolers – just a plain, single overhead cam eight-valver, electronically injected and ignited, and placed transversely in the chassis to drive the front wheels. Peak power comes at 6000rpm, with a rev-limiter keeping things sensibly below 6900: torque is impressive not just in its peak figure of 121lb ft at 4750rpm but in its generous distribution, with nine-tenths of the maximum value available over more than two thirds of the rev range.

To those who are fond of interpreting such statistics, the 205's figures look highly encouraging: not only do they promise terrific peak power –



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with an outstanding power to weight ratio of over 150bhp per ton – but also the great flexibility that's so often absent in highly-tuned cars.

PERFORMANCE



Truth to tell, our maximum score of five stars isn't really enough to do justice to this astonishingly quick little car. Sure, the impression of speed is further heightened by the 205's tiny proportions, its low driving position and its lightning responses, but with a top speed beyond the 125mph mark, acceleration to 60mph in under 8 secs and 100mph available in fractionally more than the magical 20sec, one hardly needs to be deceived about its speed.

Quite simply, it is absurdly fast – not dangerously fast, aggressively fast, or too fast for its own good; rather it's naturally fast, the sort of car that's so smooth, so flexible and so potent that it relishes speed but

does not overtly demand it. It's just as easy to drive gently in fifth gear as to redline it hard through all five ratios, though there is of course no doubt as to which tactic is better fun!

It is surprising, too, how different in character the 1.9 is from its 1.6 stablemate: gone is that precious, somewhat highly strung delicacy that characterised the 1.6, to be replaced by a much tougher, gutsier feel and a general impression of greater relaxation, especially at speed. It's one of those rare cars where there's always the right gear for the occasion, though it is of course vitally aided in this by the 1.9 engine's superb power delivery.

Yet despite the extra speed, it's an easier car to drive than the 1.6: to get the best out of the smaller-engined 205 one had to be good with the gears, quick with the clutch, keep an eye on the rev counter and really work in harmony with the car, while the 1.9 is more of a brute force car

which simply and spectacularly goes – whenever, wherever, however one wishes it.

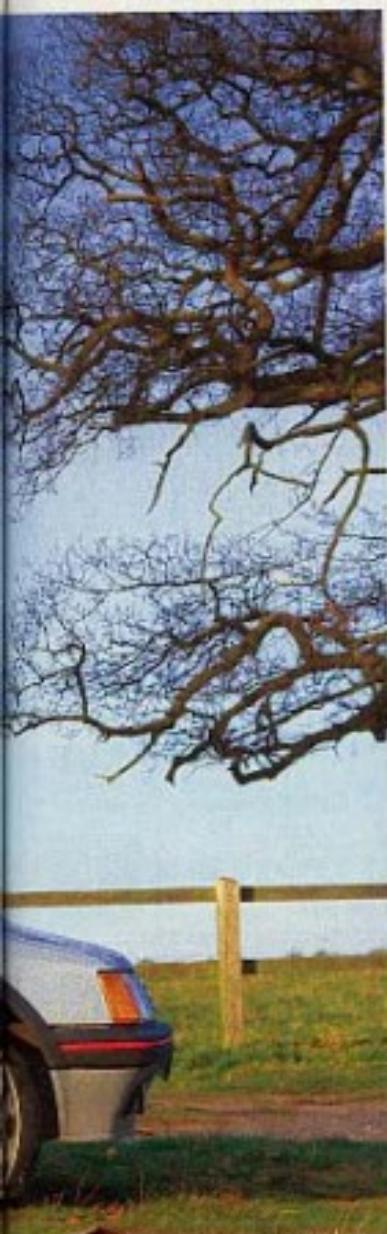
HANDLING AND RIDE



With all the agility and responsiveness that made the 1.6 GTI such fabulous fun, plus a good deal more power and a much improved ride, maximum points are a foregone conclusion for the 1.9 GTI here.

In a word, it's one of the very quickest two-wheel drive cars on tight country roads. We've never tested anything with quite such an aptitude for flicking round bends as it: they weren't really there at all; few other cars can match the 205's lightning reactions, its instant changes of direction or indeed its sheer clinging power once set up in a long, swiftly taken curve. Only the original Escort RS Turbo, with its limited slip front differential, comes close.

There should by rights be a flip



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side to the 205's sharp-handling character, and indeed there is. It's nervous in its nature – not perhaps as edgy as its constant reactions to tiniest steering movements (even on the motorway) would have one initially imagine – but highly strung all the same. The nervousness is partly deceptive, much being due to the extreme responsiveness of the steering and the way in which the firmly sprung chassis reacts to camber and changes in road surface, but very high speed cornering does generate a not entirely imaginary twitchiness close to the limit.

In the wet the wheelspin trait is more pronounced, though again progress can still be rapid if the power is treated with respect rather than a clumsy right foot.

It all adds up to a car that's tremendously alive in feel, responding to the driver's minutest commands with instantaneous accuracy: perhaps it's not as forgiving as, say,



The only external signs of 205's rise to 130bhp status are discreet '1.9' badges on rear quarters and new alloy wheels; dash (above left) has thicker wheel rim, leather-edged seats (below). New 1.9 engine (below left) provides stunning performance and flexibility; chassis changes give better anti-dive braking plus improved ride and more forgiving handling. Ventilation (far right) remains torpid



the Golf GTI, nor really is it a machine for absolute beginners, but it's sure to go down a treat with the experienced high-speed merchants.

ACCOMMODATION



Almost exactly the same interior as the 1.6 – and indeed the family five door 205s – but a blob or two less. The reason? the 1.9's higher price puts it into contention with bigger, more mature hot hatches such as the Golf GTI, and in the area of spaciousness (though good for its size) the Peugeot must concede second best to its price rivals.

Front seats are now leather-edged and strongly supportive thanks to their side bolsters, and the thicker, leather-clad steering wheel makes for a tougher, more business-like driving position. Two doors allow reasonable access to the rear, itself with more space and comfort than the car's small shape

would have one really expect.

The boot, too, is very good for a sportster, with full hatchback capability, a deep, low loading sill, flat floor and convenient split-fold seats.

LIVING WITH THE 205



Designed first and foremost as a fun car and succeeding very well in that aim, the GTI will naturally be a stimulating machine with which to share time and mileage. But that doesn't mean that it's free from faults: in fact there are several, a couple of which might actually put the choosy buyer off a 205.

First-mentioned must be the poor, plasticky interior design – with shades of brittle grey fighting for prominence – and the genuinely dreadful ventilation. Guilty of the capital crime of being unable to supply any fresh face level breathing air unless the whole system is on full cold, it's hopeless in the stuffy British climate

and counts as easily the 205's single worst feature.

But once one gets down to the actual business of driving and enjoying the car, such criticisms become less relevant. Instead, one appreciates how much better the ride now is, how much quieter at speed the 1.9's higher gearing makes the car, and how the extra flexibility dispels once and for all the notion that high performers must necessarily be screaming, temperamental racers.

Yet for all that it is still plainly a sports machine, with an exhaust that's boomy on the motorway, steering that's heavy for parking (as well as quite a fight to keep hold of on a fast, bumpy bend) and an over-sensitive throttle which, in conjunction with the backlash in the transmission, can make town progress jerky until one becomes used to slipping the clutch more than usual.

COSTS



We averaged over 30mpg with our 205, which we reckon pretty good for a car of such rapid potential, extensively exploited throughout the test period. The good figures are due to the powerful engine in the light chassis, and to the fact that the GTI doesn't in fact have to be driven very hard to produce rapid results.

Purchase price is reasonable, too, considering the performance one is investing in: reasonable, too, are Peugeot spares prices and servicing charges for the 10,000 mile garage visits. There are plenty of dealers, and even insurance costs should not be too prohibitive at group 6. Depreciation, finally, should see the 205 perform well, too, so the whole package adds up to something you would not have too much trouble in justifying to your bank manager.

VERDICT



Five-blob verdicts are not awarded lightly in this magazine, but by proving to be even better fun than the 1.6, the 1.9 cannot fail but improve on its predecessor's score.

We cared a lot for the finesse, the delicacy and the sweetness of the 1.15bhp 1.6. But so stunningly quick is the 1.9 that we'd gladly substitute brawn for brain – and end up with a car that's more relaxed and more comfortable into the bargain. It is one of ultimate performance hatchbacks – though anyone wishing to approach its limits had better be sure of their own limits first.

Nothing else feels quite as quick; nothing else conveys quite such a sense of aliveness in its every response. And nothing, in our book, represents quite such fun for the money. We just wish we had more than that Cheshire cat grin to show for it! Apart from the speeding fines...

CONCLUSION

Perhaps it was coincidence; perhaps it was a piece of unwittingly prophetic planning. Either way, though we had resolved to run our Golf 16-valve and Peugeot GTI reports separately within the magazine, a curious hunch about the cars' respective capabilities caused us to book them in so that they overlapped – despite the fact that, separated by over £2000 in the price stakes, they would not appear natural rivals.

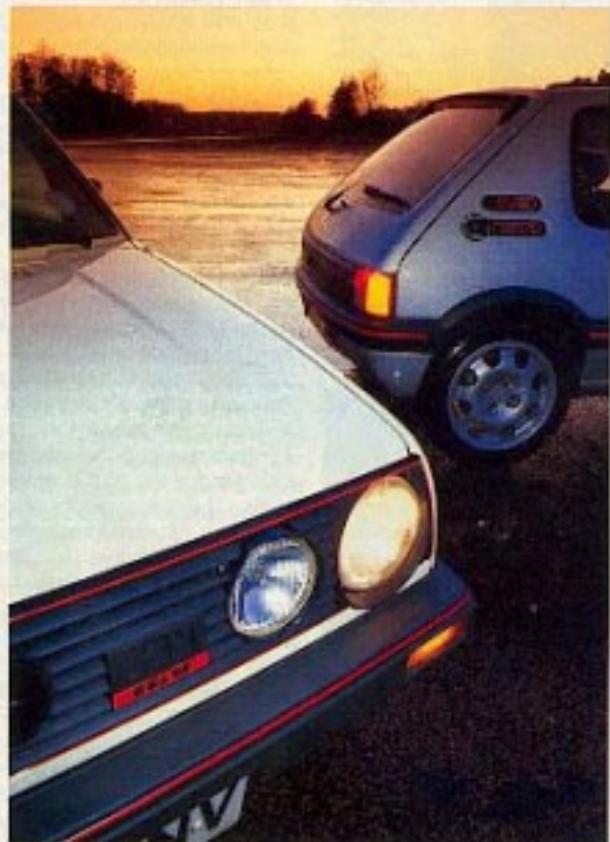
But that week's overlap didn't just provide the expected thrilling back-to-back testing sessions. It also threw into much sharper focus the

difference between a dull drive and an invigorating adventure.

And as far as motivating spirits go, the Peugeot's is plainly there, brimming over and positively begging to be exploited, whereas the energies that animate the Golf lie deep beneath the surface and require much more effort to extract. That's perhaps the crucial difference between the two – the 205 is sheer, undiluted fun, the Golf technically superior but missing out on that vital element of exhilaration.

Look no further than the last few lines of each report: the 205 left us

**"Golf 16-valve: top technology but short on excitement
Peugeot 205 GTI 1.9: flexible, fabulously fast and fun"**



quite remarkable differences in character and personality between the two contenders. And perhaps most important of all, it confirmed in our minds that the baby Peugeot has indeed made it into the big league.

That's why we've decided to run the test as individual reports, but to add an element of direct comparison in this conclusion. And direct comparison there certainly can be, for the two rivals – at last we can call them that – are remarkably close in terms of performance and handling, the qualities that count most to the sports-minded buyer.

But mere figures on a sheet of paper aren't what these GTIs are in fact about: statistical show-offs may pull admiring audiences in wine bars, but out on the road it's the car's motivating spirit which makes the

with a permanently-etched grin, while the Golf's principal emotional impact was one of disappointment.

Of course the Golf's the more mature, more forgiving and more sensible machine and in all likelihood will prove to be the better long-term proposition. Perhaps we've been a shade hard on what is after all a sophisticated car that delivers very good figures; perhaps the super-sweet eight-valver had led us to expect too much from the 16-valve.

But what the 16-valve Golf crucially fails to do is provide £2000 worth of extra enjoyment over the eight-valve model. The 1.9 Peugeot provides precisely this extra bonus over its cheaper brother (and for just £1200 extra, too), so that's why for us it's the 205 all the way – and we'll gladly pocket that £2000 saving.

HOW THE CARS COMPARE

CAR	VW GOLF GTI 16V	PEUGEOT 205 GTI 1.9
PRICE	£11,217	£20,005
Other models	11 hatchbacks	14 hatchbacks
Price span	£530-11,273	£4485-£10,250

PERFORMANCE

Max in 5th (mph)	129	125
Max in 4th (mph)	116	114
Max in 3rd (mph)	91	89
Max in 2nd (mph)	63	66
Max in 1st (mph)	38	41
0-50 (sec)	2.7	3.0
0-40 (sec)	4.0	4.2
0-60 (sec)	5.5	5.8
0-70 (sec)	7.5	7.5
0-80 (sec)	9.8	10.1
0-90 (sec)	12.5	12.9
0-100 (sec)	15.7	17.0
0-120 (sec)	21.2	22.3
0-400 metres (sec)	15.8	16.1
Terminal speed (mph)	69	87
30-50 in 3rd/4th/5th (sec)	4.9/5.9/6	4.3/6.0/8.3
40-60 in 3rd/4th/5th (sec)	4.9/5.9/5	4.4/6.0/8.3
50-70 in 3rd/4th/5th (sec)	4.9/7.2/10.4	4.6/6.8/7
60-80 in 3rd/4th/5th (sec)	5.1/7.3/12.1	5.2/6.8/7

SPECIFICATIONS

Cylinders/capacity (cc)	4/1781	4/1905
Bore x stroke (mm)	81x86.4	83x88
Valve gear	dohc, 16 valves	ohc, 8 valves
Compression ratio	10.0:1	9.6:1
Fuel system	Electr inj	Electr inj
Power/kW (bhp)	13.95/100	13.0/100
Torque/Nm (lbft)	123.5/4600	118.4/4750
Steering	rack/pin	rack/pin
Turns lock to lock	3.1	3.1
Turning circle (m)	9.4	9.3
Brakes	DBV/VS	DBV/VS
Suspension front	1/McP/Te	1/McP/Te
Rear	1/McP/Te	1/Taylor
Tyres	185/60VR14	185/60VR15

COSTS

Test mpg	28.3-31.8	27.9-33.9
Govt mpg City/65/75	26.6/46.3/35.8	25.1/48.0/38.6
Tank gals (gallon)	12.4	9.2/14
Major service/mileages (hrs)	20,000/1.35	12,000/1.3
Parts costs (fitting hours)		
Front wing	£80.49 (1.9)	£41.75 (2.8)
Front bumper	£72.41 (6.4)	£33.00 (0.3)
Headlamp unit	£31.46 (6.4)	£46.00 (0.5)
Rear light lens	£39.39 (9.2)	£10.20 (0.2)
Front brake pads	£27.80 (0.7)	£18.50 (1.0)
Shock absorber	£33.05 (0.8)	£38.50 (2.0)
Windscreen	£65.78 (0.7)	£79.50 (2.0)
Exhaust system	£273.41 (1.3)	£94.25 (1.0)
Clutch unit	£115.46 (2.9)	£67.90 (2.8)
Alternator	N/A (0.5)	£36.00 (0.8)
Insurance group	6	6
Warranty	12.0L	12.0L
Anti-rust warranty	6	6
Paint warranty	3	none

EQUIPMENT

Five-speed gearbox	yes	yes
Anti-lock brakes	no	no
Seat height adjustment	yes	no
Trip computer	yes	no
Central locking	yes	yes
Electric windows	yes	yes
Surround	yes	£167
Sound system	standard	standard
Rear wash/wipe	yes	yes
Parking cap lock	no	yes
Rev counter	yes	yes

DIMENSIONS

Front headroom (ins)	37	37
Front legroom (ins)	33.41	34.41
Steering wheel - soles (ins)	11.19.5	13.20
Rear headroom (ins)	36	33
Rear knee room (ins)	26.34	26.34
Length (ins)	157	145.9
Wheelbase (ins)	97	95.2
Height (ins)	54.9	53.7
Wheel weight (cwt)	16.9	17.8
Boot capacity (cu ft)	14.4	7.42

KEY: Valve gear: ohc, overhead camshaft; dohc, double overhead camshaft; Steering: rack/tilt/rev; rack and pinion; Brakes: DBV, ventilated discs; DB, discs; S, servo assistance. Suspension: 1, independent McP; MacPherson struts; 2, trailing arms.