

The New Vauxhall Insignia

Insignia is a very powerful weapon in Vauxhall's armoury and even more so now with the news of the latest versions and with prices starting at just over £16,000, £2,000 less than previous clearly the aim is to continue to stay ahead of the Blue Oval.

I had the opportunity to try the new Insignia in Germany, most of the test vehicles

were badged Opel in left hand drive form but it did provide me with a good feel for the car and the one thing above all which struck home was the quality of build and finish.

The Insignia has been a sector leader and I have no doubt with the latest versions coming to our roads it will continue to do so.

Styling is sharp and thoroughly modern and I must especially praise the designers for the interior treatment, amongst the best currently on the market.

The Insignia is the most streamlined in

its class and the new centre stack design hits you immediately you climb onboard and there are numerous features to raise the appeal level of this vehicle such as a heated steering wheel and superb in car entertainment systems.

With the outgoing generation diesel sales were in the region of eight five percent and speaking to a Vauxhall spokesperson that trend will continue and with some engines at 99g/km this will appeal to both the business user and the retail customer.

The good news story continues on insurance with rates ranging from 14E to 20E.

In order to appeal to the widest possible audience Hatchback, Saloon and Tourer versions will be offered with a palette of petrol and diesel engines, power ranges from 120-325PS. The latter refers to the output of the VXR.

With a top speed of 170mph, the new Insignia VXR SuperSport remains the UK's fastest car you can buy under £30,000 and it features a raft of design and chassis revisions which have been made across the entire Insignia range, the new Insignia VXR SuperSport will receive its world premiere at the Frankfurt Motor Show.



With a choice of three power outputs, 120PS, 140PS and 163PS, the 2.0 CDTi engine offers drivers ultra-low CO₂ emissions of 99g/km (76.3mpg combined) for the lower two outputs and 114g/km (65.7mpg combined) for the higher output unit (figures for Hatchback models).

Performance has not been compromised, with even the 120 and 140PS models producing up to 320 and 370Nm of torque respectively, and the 163PS model up to 380Nm.



For company car drivers, the new diesel engines offer an even more compelling argument, with both the 120 and 140PS ecoFLEX Hatch versions emitting just 99g/km of CO₂ and dipping in to the 14 per cent Benefit-in-Kind category for the 2013/14 Tax Year.

Also new to the engine line-up are two direct injection petrol units: the new-generation 1.6-litre SIDI (Spark Ignition Direct Injection) producing 170PS that recently launched in the 2013 Cascada convertible, and the 2.0 litre SIDI, producing 250PS/400Nm. Both engines provide an exceptional mix of refinement, economy and performance.

They can be coupled with a six-speed manual transmission and Start/Stop function, or with a new, low-friction six-speed automatic gearbox.

Eight trim levels starting with Design, and going up to Elite and there are also two trims Energy and Limited Edition which package generous equipment levels popular with retail buyers.

A further two trims, Design and Tech Line package comprehensive levels of equipment for company car drivers.

All models have a very long list of standard equipment; highlights are DMB digital radio, Bluetooth, LED daytime running lights, cruise control, ESC, remote control security alarm and deadlock.

As already noted just over £16,000 gets you behind the wheel of a Design version and £29,329 for the top-of-the-range Elite model.

Summing up a comprehensive range from Vauxhall, variety is a central theme and the versions I tried in Germany certainly did deliver.

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