

Ford Fiesta 1.0 Titanium

By Jim Mc Cauley

Ford has majored on its much lauded 1.0 litre petrol engine in the past year with the 3-cylinder power unit available in the Focus range as well as the Fiesta. Fiesta choice for this report is the 3-door Titanium model with its revised front end styling, removing the visual weight from the original version. While this engine is now the smallest in the range, it undercuts the benchmark 0-62 mph time of all the other engines including the 1.6 litre petrol and diesel units. Its response is an initial sprint time of 9.4 seconds and even its mid range 31-62 mph (50-100Km/hr) time of 12.2 seconds sits only 0.8 seconds behind that of the 1.6 diesel. With regards to top speed it also tops the lot at 122 mph.



In range-topping Titanium trim, the 3-door model looks best sitting on 16-inch alloys while its Colorado Red paintwork illuminates the teasingly sculpted body panels, highlighting its

sporty lines. Inside, and the quality interior plays its part in convincing the customer to part with over £15,000 for a small hatchback, but a test drive will confirm his commitment.

Cabin provision has improved over the first generation model with greater consideration for the rear seat occupants. They have comfortable armrests recessed into the rear upholstery panels and a central courtesy light in addition to the front one to provide good all-over illumination at night.

The driver has reach and rake steering adjustment as well as height adjustment on the seat while instrumentation consists of clear graphics making both MPH and Km/h easy to read. But the persuading charm of the car does not begin until you drive it and experience both its performance and handling, bearing in mind that on paper it is merely a modest 1.0 litre small hatchback.



At the top of its range, equipment levels are comprehensive and include the unique Ford feature of a heated windscreen. In addition the Titanium model also comes with LED running lights, automatic air conditioning, cruise control, automatic headlights, rain sensing wipers and auto-dimming rear view mirror. The car also comes with Ford's innovative 'My Key'.



The Ford-exclusive MyKey enables owners to programme a key – usually for younger drivers – that restricts the top speed of the car, reduces the maximum volume of the audio system, and even disables the audio system altogether if driver and passengers are not using safety belts. It can also prevent the driver from deactivating safety technologies such as Electronic Stability Control and Active City Stop, which can help mitigate or prevent low-speed collisions.

MyKey works by recognising different keys for the same car and then adjusting the vehicle settings according to the owner's requirements. It also enables owners to programme chimes to sound at set points between 40-80mph,

prevents seatbelt reminders from being disabled and delivers an earlier low-fuel warning.

On the economy and environmental fronts, Ford gives an official combined fuel consumption of 65.7 mpg, but in reality over a week's driving my average was just shy of 40 mpg. (61% of stated mpg) However, with a CO2 emissions of 99 gms/km the car qualifies for zero road tax, while the only extra on the test car was a spare wheel at £95 in lieu of a puncture repair kit.

The 1.0 litre Fiesta in Titanium trim is listed at £15,445 and enjoys Ford's comprehensive 3-year / 60,000 mile warranty as well as a 5-star EuroNCAP crash test assessment. For those intending to keep their car longer a 4-year / 80,000 mile and 5-year / 100,000 mile warranties are available at £130 and £240 respectively. A 'Premium Plan' servicing option is available which covers routine servicing for 3-years / 60,000 miles costing £695.

