

## SKODA SUPERB ESTATE 2.0 TDI

By Jim Mc Cauley

It may at first seem arrogant to name any product 'Superb' but a reasonably long acquaintance with Skoda's flagship suggests that the badge is not far off the mark. The name is an historic resurrection for Skoda, having graced their luxury cars in the



past and suggests confidence as well as perhaps just a tinge of arrogance, bearing in mind that the company comes under the umbrella of the VAG Group whose other mainstream products include Volkswagen and Audi.

Test choice was the most appealing of the nine-engine range, the higher output 2.0 litre diesel version with 170 PS on tap. Producing 350 Nm of torque from 1750 rpm, 0-62 mph can be achieved in 8.9 seconds with the potential to top 137 mph – impressive figures for a 2.0 litre engine in a car of this size.

The Superb is the most luxurious car ever built by the Czech company and while it may take a second glance at a distance to distinguish it from the smaller Octavia, there is no doubting its size and stature nearer hand.

Styling-wise, the estate is a classic interpretation of an extended saloon with the additional bodywork maintaining the balance of the design with no distracting detailing. It suggests sturdiness and practicality in a classy package that would not be out of place in the company of vehicles costing twice its price. Inside, the cabin is well furnished with no over-exciting detailing and the car impresses as a vehicle of substance.

On road, this higher output 2.0 litre asserts its dominance in both pace and refinement, perfectly fulfilling expectations of how a car of this calibre should perform. Ride is smooth, adding to its limousine appeal, yet precise steering response gives the driver the feeling of being in a more compact



vehicle. At night, pace can be maintained thanks to excellent forward lighting aided by accurate swivelling in-fills when cornering.

But the main reason for buying an estate is its load carrying potential and here the Superb comes into its own with an extremely spacious cabin that offers more legroom in the rear than a Mercedes S-Class.



With all seats in situ the load bay can swallow 633 litres which swells to a cavernous 1865 litres with the rear seats folded to give a near-flat extended floor.

Additional flexibility comes from snap-out bag hooks and the twin-rail boot floor system which allows various bars and straps to slide along it to restrain or separate luggage items. Available in four trim levels, the Elegance specification of the test car includes seven airbags one of which is for the driver's knee, dual zone climate control, all-round electric windows, powered tailgate, and heated front and rear seats. Overall, the amount of awards that Skoda's Superb has won speaks volumes for the car in a market segment where quality competition comes from models as diverse as the Volkswagen Passat and Volvo V70. It combines quality and capacity to justify its Superb badge.

Fitted with the standard 6-speed manual gearbox, the model tested in Elegance trim is listed at £26,015 and is in Group 22 of the 50 category ratings for insurance purposes. Official combined fuel consumption is given as 48.7 mpg, and with a CO2 emissions of 151 gms/km is in Band G for annual car tax. The model is also available with an automatic transmission as well as all-wheel drive.