

VAUXHALL VIVA

By Jim Mc Cauley



Vauxhall launched their new Viva in the middle of 2015 to join their other two small car ranges, Adam and Corsa. Designed to compete against the likes of the Volkswagen Up, Toyota Aygo and Suzuki Celerio, the Viva features the company's new 1.0 litre 3-cylinder petrol engine which targets 65.7 mpg on the combined cycle and has a low emissions of around 100 gms/km of CO₂.

A small car demands more in its styling and engineering than a larger vehicle and the third offering in Vauxhall's mini-car line-up majors on its packaging and performance rather than its

looks, compared to the enticing charms of Adam and Corsa. But it certainly charms in a different way.

Developing 75PS, there is no lack of enthusiasm in the lightweight engine which returns a 0-62 mph time of 13.1 seconds with the potential to top out at 106 mph. Power delivery is smoother than expected from a three cylinder engine while the 5-speed gearbox slices willingly through the gears. And as the engine is so willing, it encourages you to push towards maximum revs in each gear, and this is where the charm of the car emerges, ably supported by a clever suspension set-up which allows you to confidently extract the available performance. While the Viva is first and foremost a sensible city car, there is a feeling that there is also a hot hatch lurking in the engineering, and a turbo powered version could be a real head turner. However, the normally aspirated 1.0 litre more than satisfies in terms of performance.

Inside, there is the benefit of a spacious, well finished cabin with a traditional control layout with clear analogue instruments and manual switching for air conditioning and infotainment. While the range opening models enter the market at a tad over £8,000, buyers would really need to step up to the mid range SE model to





have the benefit of air conditioning – surely a must in a city car, and here we are looking at a list price of £8,890.

But with all models, running costs are low with CO2 emissions rising from the 99 gms/km of the base model to 104 gms/km in the SE, and the insurance group moving up one category to a still lowly 4E.

On the safety front, the new Viva comes with stability control, cruise control and twin front, side and curtain airbags, while standard equipment includes central locking with anti-theft protection, electric front windows and

electric mirrors. The model is a full 5-seater with 5-door bodywork and is covered by Vauxhall's comprehensive 3-year / 60,000 mile warranty.