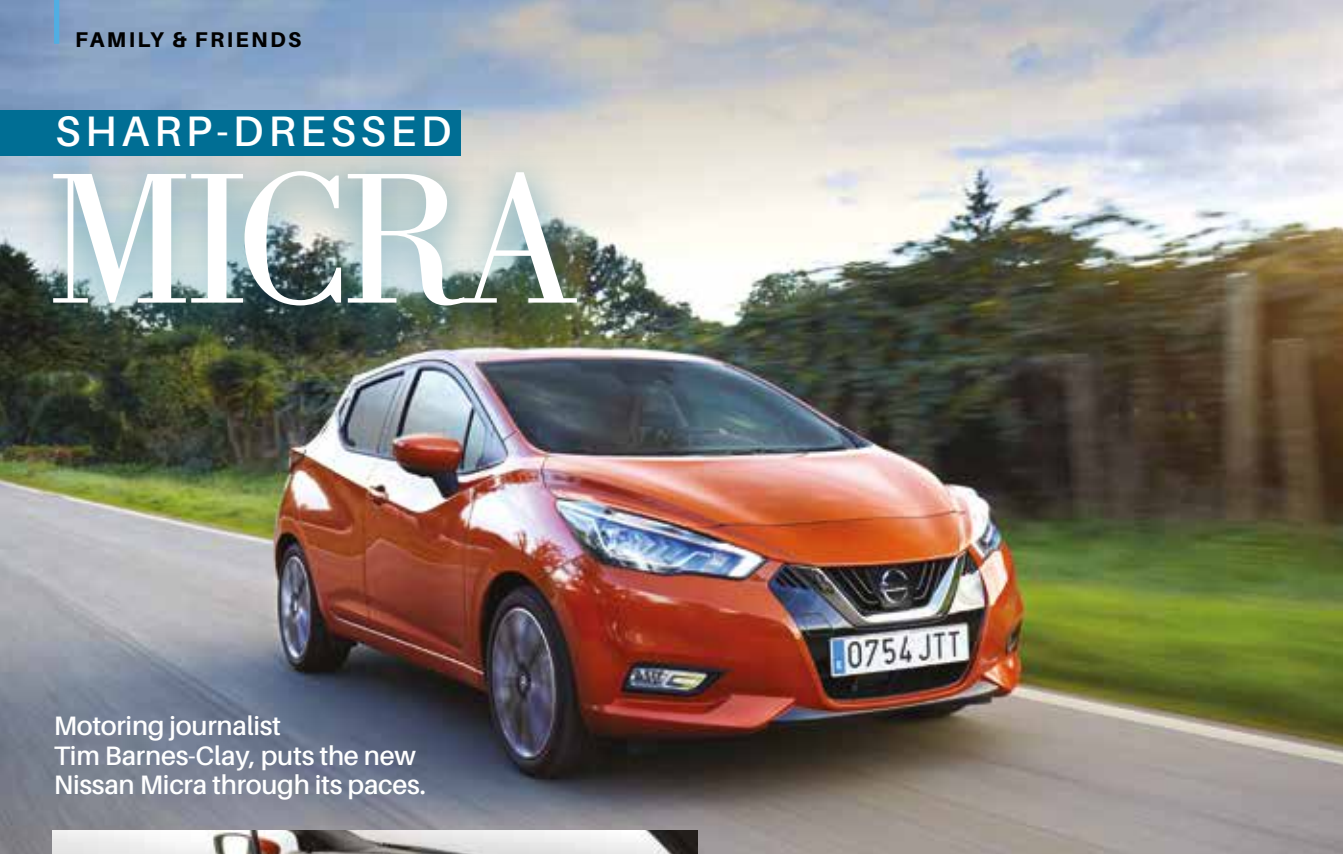


SHARP-DRESSED

# MICRA



Motoring journalist Tim Barnes-Clay, puts the new Nissan Micra through its paces.



*Gorgeous interior and navigation system*

**Think night and day. Think chalk and cheese. This is what the new Nissan Micra is to the out-going Micra.**

Don't get me wrong; the old Micra is a brilliant car - it's just that Nissan has now moved the game along even further.

The supermini first appeared on the scene in 1983, and has been a huge success for the Japanese carmaker. More than three decades later, this fifth-generation Micra is wider, longer and lower, and is now a considerable competitor with cars such as the Ford Fiesta and Vauxhall Corsa.

Aesthetically, the new five-door Micra is not evolutionary - it's revolutionary. The hatchback has an athletic design, which is sure to appeal to people wanting a car their neighbours will chat about. You literally need to do a double take to realise this is a Micra. That's at least how I felt when I saw the car at its media drive event in Croatia. You can see from the

pictures in this article that the Micra is a sharp dresser - perhaps more so than many of its competitors - and the story is the same inside.

The cabin is fastened together very well, featuring soft, two-tone touch points - and there's excellent space for the driver and front-seat passenger, due to a lower seating position. In fact, a lofty 6ft 8ins driver can easily fit behind the all-new Nissan Micra's wheel. The rear boasts good room too, and the 300 litre boot is large enough to swallow a buggy and the weekly shop. Space balloons to 1,004 litres when the 60:40 split rear seats are folded down.

**FAST FACTS**

(IG-T 90 Tekna)

MAX SPEED:  
**109mph**

0-62MPH:  
**12.1secs**

COMBINED MPG:  
**61.4**

ENGINE LAYOUT:  
**898cc 3-cylinder turbo petrol**

MAX. POWER (PS):  
**90**

CO2:  
**104g/km**

PRICE:  
**£17,295**



*Loads of boot space*

Storage isn't a problem in the all-new Nissan Micra's cabin, either. The glove box can take a 2 litre thermos, and 1.5 litre drinks bottles can be slotted into the door bins at the front. What's more, there are two cup-holders positioned in between the front seats and another one at the back. But, it's not all about practicality - the Micra has supportive seats and factory-fitted air-conditioning for true driver comfort.

Technology hasn't been overlooked by Nissan either. The all-new Micra features gadgetry such as Intelligent Lane Intervention, which calmly puts the

car back on course, should it be needed. Nissan's Intelligent Around View Monitor camera set-up, already in use on the Qashqai and Juke, is also included on the Micra. The car packs an awesome BOSE Personal audio system, and there's also a 7in infotainment system, positioned high in the middle of the dashboard, where you can access radio channels, music tracks and satnav.

The car made available to me at the European media test drive was the 0.9 litre turbo petrol version of the Micra. There is also a non-turbo 1.0 litre petrol and a 1.5 litre turbo diesel available. The all-new turbo petrol Nissan Micra provides a genuinely fun drive, especially around corners. It isn't fast in first or second gear, but slip into third and the Micra becomes an athlete. Not only is it quick - the accurate steering allows you to throw the car into bends with confidence. Grip is astounding from the front-wheel drive car and the sporty sound from the three-cylinder engine gives you an ear-to-ear smile of satisfaction. Hit the straights and the Micra will then sit happily in its top fifth gear, quietly purring along, returning up to 61.4mpg fitted, as mine was, with 17in alloys wheels.

Not only is the all-new Micra a bigger, more practical car, it's better looking - with a serious amount of fun injected into it. Above all else, though, it's a safe car, with six airbags and Isofix child seat mounts in the rear and in the front passenger seat. You can order the all-new Nissan Micra now, with the entry-level 1 litre version priced from around £11,995.



✓ Good-looking ✓ Fun  
✓ Practical ✓ Safe

**PROS 'N' CONS**

✗ Slow off the mark in first gear

✗