



Tim Barnes-Clay enjoys the smooth ride and the many little luxuries of the new Honda CR-V 1.6i DTEC

The British built CR-V is the next model in the Honda line-up to receive the 1.6 i-DTEC diesel engine.

It was first launched in the Civic in January 2013 and is the lightest oil-burner in its class.

Unveiled at the 2013 Geneva Motor Show, the CR-V 1.6 diesel is available in two-wheel drive with a manual transmission. It has lots of low down shove, with CO2 emissions of only 119g/km. The end result is lively performance, agile handling and low running costs, including an annual road tax bill of only £30.

Rising prices at Suffolk's pumps, as with the rest of the country, and increasingly stringent environmental performance targets, means the trend for two-wheel drive diesel Sport Utility Vehicles (SUV's) has ballooned. Certainly, the Honda is perfectly suited to many motorists' way of life. It performs like a 'normal' car; it has the breathing space of an estate, and can muster the strength to tow a trailer, caravan or horsebox. The fresh CR-V has it all really.

With the rear seats up the boot capacity is a spacious 589 litres, and this expands to 1669 litres when the seats are down. But what does this mean in the real

FAST FACTS

- **Max speed:** 119 mph
- **Combined mpg:** 62.8
- **Engine:** 1597 cc 4 cylinder 16 valve turbo diesel
- **Max. power (bhp):** 118 at 4000 rpm
- **Max. torque (lb/ft):** 221 at 2000 rpm
- **CO2:** 119 g/km
- **Price:** £24,660 on the road

Suffolk November 2013



Meet the car that has it all

world? It means that if you have a young family, you can chuck not just one, but several folded buggies in – along with the supermarket shopping. With the seats folded down you are able to load a washing machine in as well. To be honest, if you're not precious about keeping your

“If you have a young family, you can chuck not just one, but several folded buggies in – along with the supermarket shopping”

motor spic and span, the CR-V is the perfect vehicle to transport stuff to the local recycling centre too.

In addition, the new Honda is pretty luxurious. It almost massages your palms with its leather-rimmed steering wheel and gear shifter, and the driver power lumbar support does what it says on the tin very well. Other key features on my CR-V 'SE' trim test vehicle included an

auto dim rear view mirror, front and rear parking sensors, rear view parking camera, one-touch power windows, electrically folding door mirrors, a 6-speaker stereo, Bluetooth, front fog lights, and an alarm. Phew, that's some kit!

Attributes on the new derivative also include Honda's ECON mode which helps to minimise fuel consumption, and the Eco Assist system which advises you on how your driving style is impacting on fuel economy. Idle Stop technology is also standard on the new CR-V 1.6 i-DTEC.

Over five million CR-Vs have been sold across the world since its introduction in 1995. In fact, the CR-V is one of the world's top-selling SUVs, sold in more than 160 countries throughout Europe, Asia, North America, South America and Africa.

The new derivative is built exclusively for Europe at Honda's production facility in Swindon and went on sale this autumn.

■ Follow Tim on Twitter @carwriteups or visit www.carwriteups.co.uk