



# Kia Pride 1.3EGi



## What's new?

Deleted whitewalls and new hub caps outside; revised engine tune under-bonnet, with some minor interior trim changes, too.

**P**ITTING THE KIA PRIDE AGAINST THE Corsa was an interesting comparison, not least because there's £2150 separating them in the showroom at present. Just to rub it in, the Kia now enjoys the benefits of multi-point fuel injection to go with its emission-conscious catalyser, thereby eliminating any uneven running or gumpy accelerator response we experienced before. The modest extra 3½bhp claimed for this revised power unit produced measurable benefits in acceleration and even top speed, with virtually no detriment to the Pride's extremely respectable fuel economy.

It covers the ground with surprising ease out on the open road, thanks to its loping top gear. Only mild obstructiveness when changing down into second gear interfered with the overall user-friendliness of the driving position and control layout, although taller types will be frustrated by the limited range of seat

adjustment (especially as there's so much space behind in the five-door).

We thought that even by today's standards, the Pride dealt well with bumps, but needed firmer damping to quell a tendency towards a soggy after-reaction. The other aspect that betrays the age of its design is in terms of directional stability; it nibbles and wanders off course over some undulating surfaces and is also prone to veering "torque steer" and wheel scrabble away from rest, if more exacting demands are placed on it via the accelerator pedal. Steering weight is just about acceptable and the tight turning circle, with good rear vision (thanks to its bluff rear end) prove a parking boon.

## VERDICT

The Kia Pride is now an elderly design that has something to teach younger upstarts in the small hatchback market. When full-sized passengers (perhaps some of them not so agile) or a longer main road trip are being contemplated, this little car reveals positive advantages over more expensive counterparts with up-to-date images. And it's no hardship to drive for the rest of the time, either – especially if you're paying.

### Likes ... and gripes

- Excellent over-the-shoulder vision ... but wipers smear, not clear the glass
- Better looking interior trim ... but still some squeaks and a lot of pvc
- Cool air to faces with heater on ... but difficult to control volume
- Very light seat and window controls ... but door armrests hard and mean
- Useful 50/50 split rear backrests ... but not the cushion
- Sill buttons easy to reach ... but for thieves, too

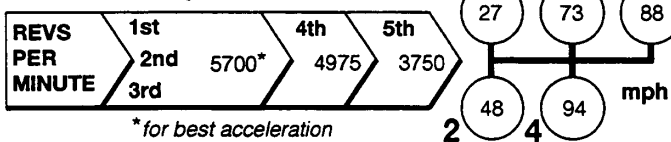
### PERFORMANCE

Acceleration time in seconds

mph	30	40	50	60	70	
<b>THROUGH THE GEARS</b>	2.2		5.2		9.0	14.4
<b>IN 5TH GEAR</b>	7.5		16.0		25.2	37.4
<b>IN 4TH GEAR</b>	5.5		11.0		17.3	25.3

20 mph	30	40	50	60	70
<b>5TH/4TH SPEED RANGES</b>	14.7/10.9		17.7/11.8		21.4/14.3
	16.0/11.0				

### Maximum speeds



### FUEL CONSUMPTION

Fuel grade for tests: unleaded Premium, 95 octane

Normal range	mpg
Hard driving, heavy traffic	34
Short journeys in the suburbs	37½
Motorway – 70mph cruising	39½
Brisk driving, mixed roads	43
Gentle driving, rural roads	52½
<b>Typical mpg overall</b>	<b>43</b>
Realistic tank range*	30 litres/285 miles

\*based on fuel gauge/warning lamp and filling station experience

### SAFETY AND SECURITY FEATURES

Assessed on their effectiveness and convenience (the more black blobs the better)

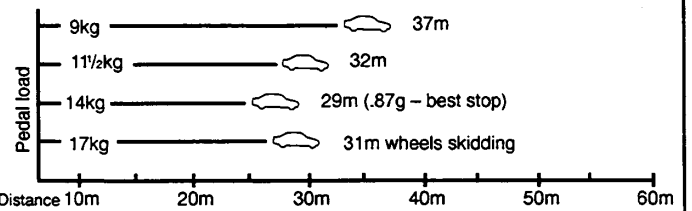
- Seatbelts**
  - front ●●○○○ rear ●●●○○
- Head restraints**
  - front ●●●○○ rear ●●○○○
- Interior**
  - safety padding ●●●○○
  - driver's airbag?
  - other airbags?
  - side impact protection ●●○○○
- Fuel anti-spillage** ●●○○○
- Door locking** ●●○○○
  - central locking?
  - remote control?
  - auto window closure?
  - deadlocks?
- Luggage**
  - secure from interior/hidden from view ●○○○○
- Alarm**
  - engine immobilised?

standard on test car     factory fitted option     not available

### BRAKES

Pedal feel ●●○○○ Behaviour in an emergency ●●○○○ Handbrake ●●●○○

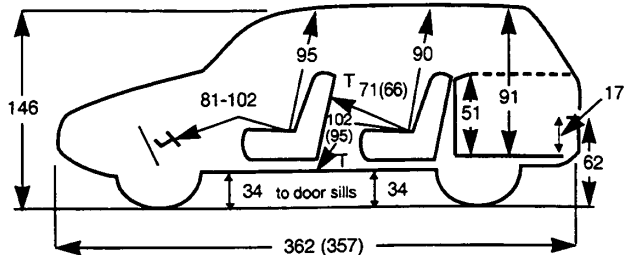
Dry road stopping distance from 50mph (no ABS)  
(A good-to-average best stop is about 28m at 20-30kg pedal load)



Fade test: pedal load required for a moderate (34m/.75g) stop:  
14½kg at start of test, 23½kg at end of test.  
(Ideal brakes show no change)

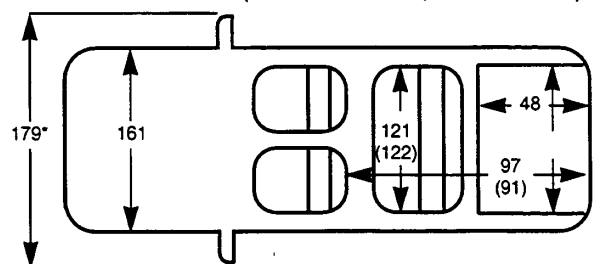
### MEASUREMENTS FOR 5-DOOR

Centimetres



T: typical back seat space behind medium-sized front occupants

(3-door in brackets, where different)



\*mirrors don't fold