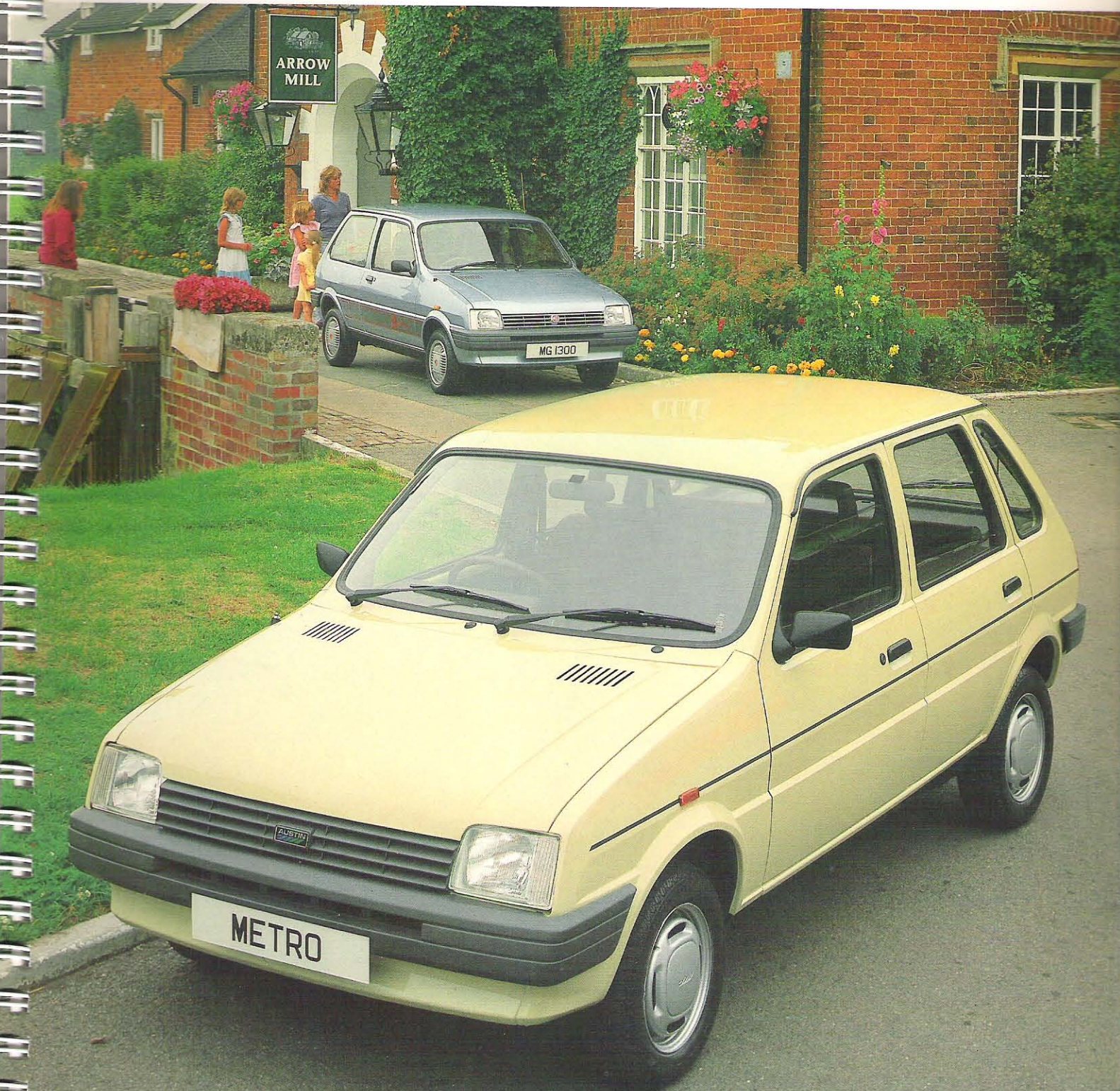


PRODUCT INSIGHT

AUSTIN METRO



AUSTIN ROVER

PRODUCT INSIGHT

AUSTIN METRO

DRIVING AT ITS BEST

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Austin Rover Group Limited
October 1984

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METRO CHALLENGES YOU

Two parts

This new edition in the Product Insight Series will bring you up-to-date with the exciting developments that accompany the launch of the five-door Metro. As with the previous Insight books, this publication is divided into two parts. Part One consists of three sections, dealing with Dimensions, Engines and Transmissions, and Car Body Structure. Part Two deals with the features of Austin and MG models. During each section, questions and Interim Tests will help you to learn Metro's major benefits and there is a full test at the end of each section. At the end of Part One and Part Two, you will have the opportunity of checking your knowledge by completing a Final Test.

Section challenge

Unlike previous books, however, there is a special challenge at the beginning of Sections 1 and 3 in Part One, instead of at the end. A set of questions will allow you to test yourself on every key benefit covered in the section. If you are confident that you already know Metro quite well, this special challenge will enable you to pinpoint the specific areas you need to concentrate on during the section. However, if you prefer, you have the choice of studying the section first, and then using the questions to test yourself afterwards. Because there have been so many exciting under-bonnet developments, and such a dramatic change in economy figures across the range, in Section 2 you will be tested after you have had the opportunity to learn about Metro's class-leading new benefits.

The greatest challenge ever

Right from its launch, Metro set new standards for the small car sector. The launch of Metro in five-door form is an event of equally great importance. It is Metro's greatest challenge ever to its competitors – and a promise of its enormous and growing potential for the months and years to come.

Staying ahead

Obviously you will want to be fully prepared for the new opportunities that Metro offers you now. So study this book under conditions where you can concentrate properly; and aim for the top marks available in the Final Tests. Metro is moving very fast to stay ahead; you can only be sure that you're keeping up if you get 100%.

METRO AUSTIN



BRITISH CHAMP KEEPS THE TITLE

Even the most cynical heart must have warmed to the spectacle of a small British car laying the competition by the ears.

If there was ever any feeling among the worldly wise that Metro was a one-day wonder, this brilliant little car has proved them wrong. For four triumphant years Metro has been the reigning top seller of the Austin Rover range – and the most aggressive leader that the small car sector has ever seen. And even the most cynical on-looker must have applauded a champ that has proved that it can keep the British title – laying the fiercest competition by the ears in the process.

No other car in the world can wrap up such economy, performance and value for money into such a small package with such a huge interior.



Despite the hordes of superminis charging into the small car sector, Metro remains a unique phenomenon. It's not only the extraordinary fuel economy, cheeky performance and generous equip-

ment that continue to defy the opposition. No other car manufacturer can wave the magic wand that wraps up such powerful benefits into such a compact shape – with such a vast interior.

BOXING CLEVER

Metro has stayed ahead because it's always been a hard-to-hit moving target. A rapidly expanding range, offering ever-increasing value for money, economy and performance, has continued to set the standards by which other superminis are judged. Now it's time for the biggest offensive ever. Economy has been boosted across the range, shooting Metro back up to the top of the mpg charts. And the Metro concept has undergone some very exciting changes...

FIVE TIMES FIVE NEW DOORS TO BUSINESS

Metro is doubling its appeal as a true family car by offering five superb new models in a five-door configuration. They're available with both 1.0 and 1.3 litre engines. With the tempting choice of City X, L, HLE and Vanden Plas trim levels.



And if you're wondering what's been stretched – wheelbase, body length or both – the answer is neither. It was those out-of-the-ordinary interior

dimensions that provided the magical formula which allowed Metro to change its skin, hatch into a five-door, and spread its wings.

FACING UP

Metro's familiar face takes on a bold new look for the future. A sleek new bonnet line, and re-styled headlamps, grille and grey bumpers create a chic, aggressive appearance. Styled headlamps with white lamp indicators and moulded bumpers announce the L models.

Under the skin there's been another transformation. A completely new fascia layout has created a superb driving environment; bringing switches and controls more readily to hand; increasing the generous stowage space; making Metro more of a driver's car than ever.



KITTED OUT

New trim colours and styles, and brand new features across the range now challenge Metro's competitors. The City takes on board reclining seats, front door bins, reversing lamps, and a lot more. City X extras include a passenger



door mirror and digital clock. L models boost the five-door challenge with powerful new specification levels. And the addition of features such as electric front windows and central door locking has turned the Vanden Plas into an exquisite little mini-limousine.



ALL THINGS TO ALL PEOPLE

Above all, it will keep on succeeding because it captures the imagination of such a vast range of the buying public.

Metro's strongest suit remains its extraordinary ability to be all things to all people. Welcomed by first time buyers; adopted by the family; willing workhorse for the small business; relaxed in by the

older driver; and flaunted by the driving enthusiast. The range of highly individual models continues to capture the imagination of all types of customer in the vast span of the small car sector. With the thrilling five-door models joining the new-look range, Metro is all set for the next bold step in taking the world by storm.

METRO RANGE

		
City	•	
City X	•	
1.0L	•	
1.3L	•	•
1.0HLE	•	•
1.3 HLE	•	•
1.3 Automatic	•	•
Vanden Plas		•
MG 1300	•	
Turbo	•	

THE LUCKIEST NUMBER

Lucky for Austin Rover, unlucky for the competition, Metro's thirteen new models are ready to claim a big share – by claiming the attention of a lot of very different customers.

CITY

First time around

Small car, big value for first-time buyers. City's competitive pricing brings Metro's large car qualities within the reach of the previous used car customer, or the second car buyer. Sophisticated new feature levels prove that cheap doesn't sacrifice chic.

CITY X

X for extra

Metro City X has plenty of obvious advantages to make it a tempting inducement to trade up – including the economical high compression engine, a heated rear window, rear wash/wipe, digital clock and parcel shelf.

X plus five

In 5-door form CityX should go to the top of the shopping list for the price-conscious family man looking for a spacious, practical and superbly economical car.

1.0L AND 1.3L

Four to spread the net

Powered by frugal 1.0 litre or 1.3 litre engines, and available in 3-door or 5-door form, Metro L models now cast a very wide net across the small car sector. With the flexibility of the 60/40 split rear seat, and distinctly different with new halogen headlamps and moulded bumpers, 1.0L models offer a highly specified and economical choice. 1.3L models promise lively performance to buyers trading down from larger cars.

1.0HLE AND 1.3HLE

All the right trimmings

Fuel consumption trimmed to the unbelievable minimum, with beautifully tailored creature comforts. Metro 1.0HLE is trimmed to perfection for the economist who can work out how quickly such luxury can pay for itself.

Five out of five

Metro 1.3HLE should get top marks from any family wanting a well-equipped five-door that drives like a 1.6 litre and drinks little more than a 1.0 litre. The 1.3HLE is also a strong choice for buyers wavering between lower medium and small sectors.

New features on both 1.0 and 1.3HLE models include programme wash/wipe, a floor and header rail mounted consoles, two additional fascia vents, and programme wash/wipe.



1.3 AUTOMATIC

Simple and choice

Metro 1.3 Automatic is the most driveable automatic in its class, combining unusually willing performance with high-g geared economy. With feature levels now enhanced by variable delay intermittent wipe, programmed wash/wipe, and padded head restraints, the Automatic is a simple and tempting choice for the older driver.

VANDEN PLAS

A masterpiece from the Austin collection

Gaining both in craftsmanship and in contemporary equipment, and in five-door form, Metro Vanden Plas is a small masterpiece of refinement and luxury. For the style-conscious executive, or for someone trading down from a larger car, the Vanden Plas is a natural choice. And it's not lacking in excitement because Austin Metro's flagship is now powered by the high performance engine. Among the VP's outstanding new features are central door locking, electric front windows, and wood inserts on fascia and doors.

MG METRO

Fast company

The incredibly successful MG Metro continues to blaze a trail through the small car sector. Attracting a large following of young, image-conscious buyers, the MG is as brilliant on fuel saving as it is on seat-of-the-pants handling and performance. Added attractions include breakerless ignition (now on all 1.3 engines), programmed wash/wipe, and central locking.

MG METRO TURBO

Charging ahead

Outrageously quick, the MG Turbo is the performance leader of the range, and of a large number of competitors too. But it's a two-sided character, happy to become the perfect, well-mannered practical car about town – and easy to justify by the performance-loving family man. New features include variable delay intermittent wipe, programmed wash/wipe, and body colour grille, door mirrors and door handles.



AN EVEN BIGGER SLICE

The growing trend already being exploited by the Peugeot 205 and Fiat Uno is obviously the thin end of the wedge.

While Metro 3-door models will continue to take the largest slice of small car sector sales, the five-door models are destined to hit hard at a particular area of the market. In doing so, Metro will be exploiting a trend which, as the progress of the Peugeot 205 and Fiat Uno shows, is the thin end of a very big wedge.

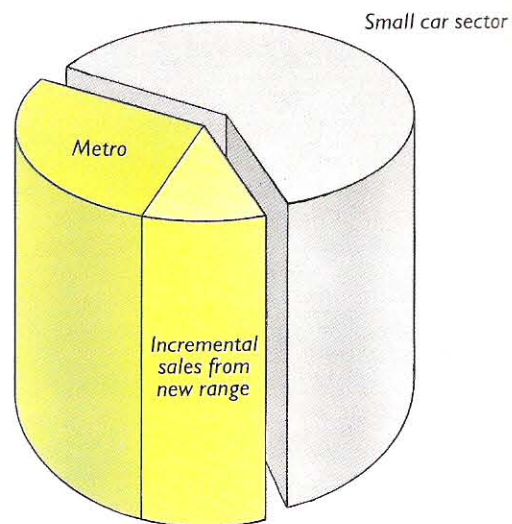
Metro is already gifted with a huge interior for its size, and the five-door models will extend its family car appeal to attract new sources of conquest sales. This business is likely to come, not only from 3-door models such as Fiesta, Polo and Nova, but also from the lower end of the medium sector.

Master class

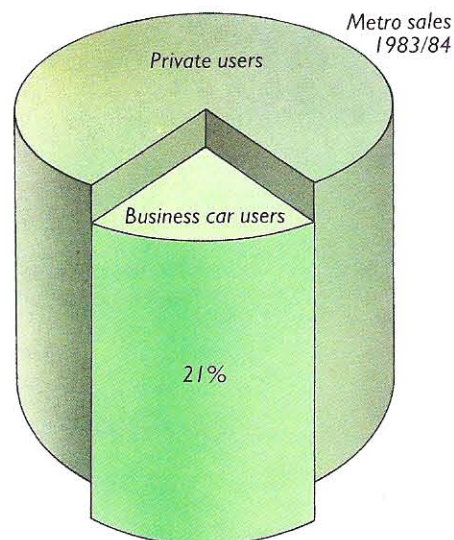
Where Metro 5-door does attack the lower medium sector, it will not be at the expense of Maestro. Careful price-positioning, and the different concepts offered by the two ranges keep each in a class of its own. Metro 5-door is destined instead to conquest the cheaper 3-door competitors, including the Ford Escort.

Metro goes to work

Within the small car sector as a whole, 18% of sales are to business users. But Metro has been unusually successful in this important area, with 21% of sales as a business car. The five-door models can only enhance its appeal as a highly practical little worker. Add to that Metro's bright, modern new looks, and competitive feature levels, and it's an even stronger business proposition.



Metro forecast share



REACHING FOR THE BRITISH TITLE

The supermini is growing up – fast; becoming more sophisticated and more refined. New arrivals over the last 18 months – including the Peugeot 205, Fiat Uno and Vauxhall Nova – have intensified the competi-

tion. And whilst the ageing Renault 5 is, at the time of going to press, in desperate need of replacement, Fiesta's facelift has smoothed out the wrinkles for the time being.

So who now offers the biggest threats to the small car title? New-comers and familiar rivals alike all have one thing in common – a foreign accent.

FRENCH CHEEK

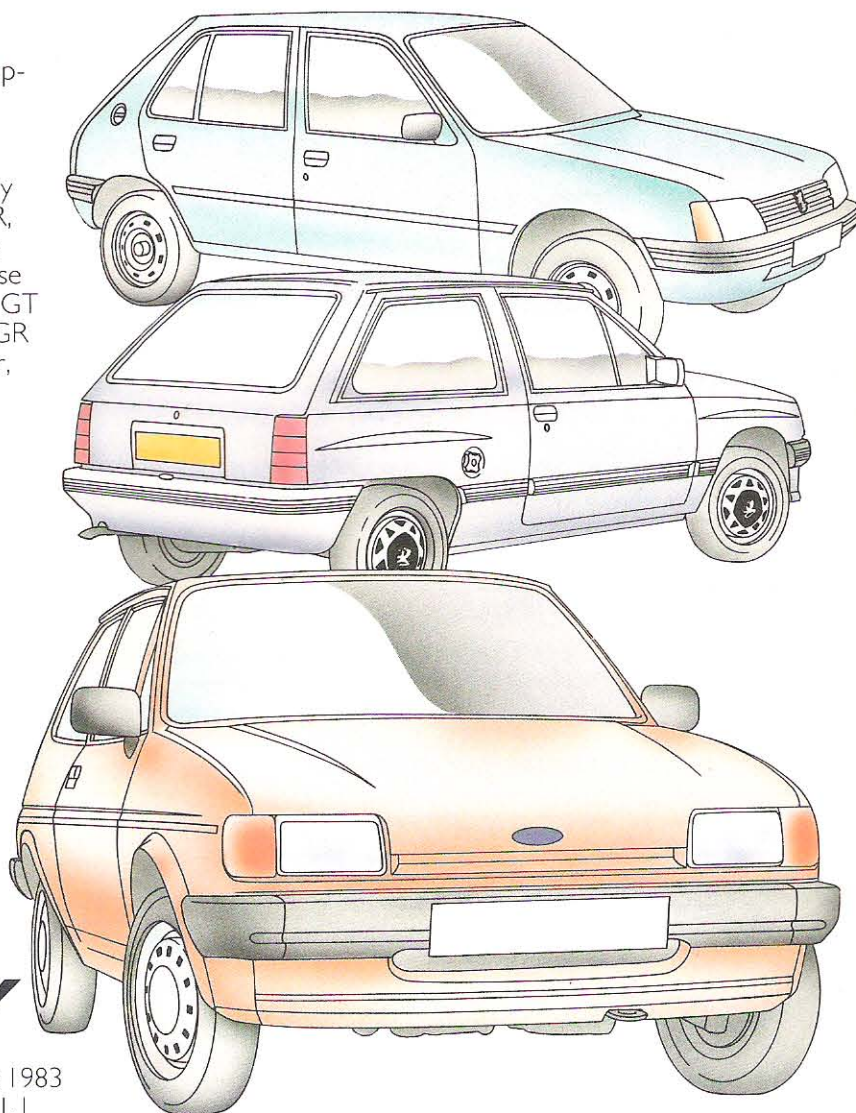
Launched in 1983 after five years of development and a cost of £110 million, the five-door Peugeot 205 is a very different animal to its predecessor the 104. Bigger and roomier, far more refined, and with extremely good economy from the new 1360cc engine powering the 205GR, the 205 has attracted a very favourable press. Five engine options and trim levels range from the base (954cc), GL (1124cc), GR (1360cc economy), and GT (1360cc) to the 1580cc and 99 bhp GTi. From GR upwards, all have five-speed gearboxes. However, despite the fact that the Peugeot 205 is Metro's biggest competitor – it's a whole foot longer – interior space and bootspace are not as good as you might expect.

VIVA L'ESPANA

Built by GM Spain, and first seen on the Continent as the Opel Corsa, the Vauxhall Nova was launched in the UK in May 1983. Available as a 3-door hatch or 2-door saloon, it comes with three engine sizes. Base and L models take the 993cc; the 1196 powers 1.2 base, L and GL; and the performance 1.3SR takes a 1297cc unit with five-speed transmission. Refined and very well equipped, with spritely performance and good economy for the class, the Nova has still given rise to disappointment over the interior space.

MIXED NATIONALITY

Produced in Germany and Spain as well as the UK, Fiesta was given a new lease of life by its 1983 facelift. A more aerodynamic front end, revised 1.1 OHV Valencia engine, and 13" instead of 12" wheels have improved the economy, and made the Ford quieter too. The Fiesta range, still 3-door only, consists of the 957cc Popular; the 957cc and 1117cc Popular Plus; the L models, powered by 1.0, 1.1 or 1296cc engines; the Ghia, taking the two larger engines; and the 1597cc XR2. A five-speed gearbox is now fitted on 1.3 models, but has not done as much as it might to improve the economy figures.



POLO – HARDER TO LICK

With revised body styles since 1982, the Polo retains its reputation for good, Teutonic engineering. Available also as the Classic saloon and as a coupé, Polo in estate-style hatchback form is a 3-door only. Engine/trim combinations offer the base and C with a 1043cc engine; CL and GL with the nippy and frugal 1272cc unit; and the miserly C Formel E, with its very wide ratio gearbox powered by a 1093cc unit. Competing effectively in the economy stakes, and holding its own on performance, the Polo still holds some packaging surprises, despite its 12 foot length.

FIAT'S NUMBER ONE

It took seven years development work for Fiat to replace the 127. The result, launched in 1983 and landing the Car of the Year Award in 1984, is a much larger car that is free from most of the Italianate quirks of its predecessor. In 3-door or 5-door form, the Uno is 12 feet long, and a good two inches taller than the class norm. Engine sizes go from 903cc and 1116cc to 1299cc on the Uno 70 Super. Bootspace and load-space are excellent, and feature levels as ever very competitive. However, the ghost of the 127 lingers on, with press criticisms of the gearchange, heating and ventilation, and indifferent ride.

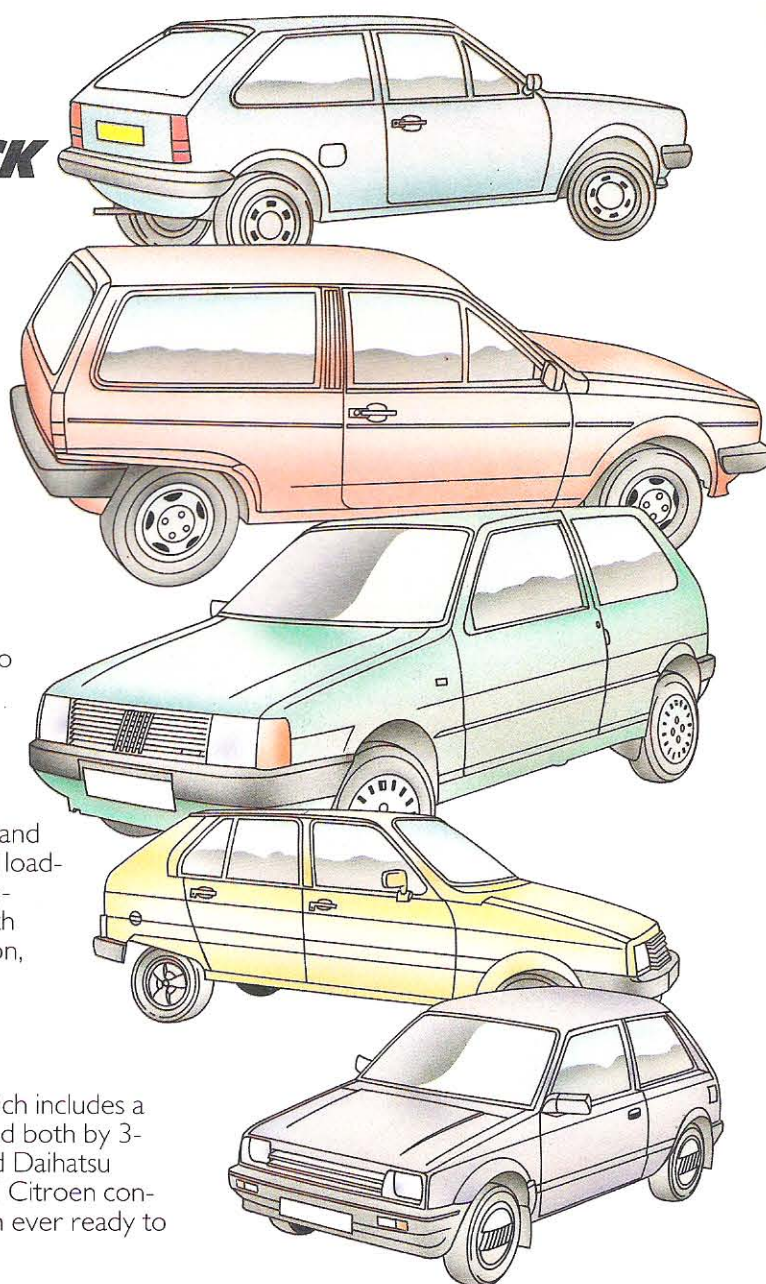
ALL CHANGE

These five major competitors head a line-up which includes a strong Japanese contingent. Toyota Starlet is challenged both by 3-door and 5-door Metro models; the Datsun Micra and Daihatsu Charade by 3-door and 5-door respectively. Potential Citroen conquests are the LNA and Visa. And Metro is more than ever ready to make the Talbot Samba change partners too.

THE BEST FORM OF ATTACK

The only way to stay on top is to move faster than the times.

Surprise is the best form of attack. For that reason, Metro's latest moves have some nasty shocks in store for the competitors clamouring for the British title. Whilst it may be tempting for the small car leader to rest on its laurels, Metro knows better. Staying on top – for company, product, or individual – doesn't just mean moving with the times. As Metro continues to prove, it means keeping several leaps and bounds ahead.



Competitors	3 door	5 door
Ford Fiesta	●	
Vauxhall Nova	●	
Fiat Uno	●	●
VW Polo	●	●
Peugeot 205	●	●
Renault 5		●
Daihatsu Charade	●	
Nissan Micra		●
Citroën Visa	●	
Talbot Samba	●	
Toyota Starlet		

HAVE YOU GOT METRO TAPED?

Small (outside) is beautiful; big (inside) is better. Do you know all the benefits of Metro's unique vital statistics? If you think you do, check out your knowledge by seeing if you can answer every question correctly. If you're in any doubt, read the section first – then check how much you've remembered.

Small is beautiful; big is better. Metro is still the most compact car in the supermini sector; and for its size, it still has the biggest interior. The brilliant new five door models are now also endowed with those unique vital statistics. Add to that the generous boot, huge loadspace and split seat versatility and you have a formula that spells success over every rival.

1. How long is Metro?

2. How wide is Metro?

3. On which Metro model is the folding rear parcel shelf fitted as standard?

4. What is Metro's bootspace (with the rear seat up and parcel shelf in position)?

5. What is Metro's loadspace capacity (with the rear seats folded down)?

6. On which models is the asymmetric split rear seat fitted as standard?

7. What are Metro's five different loadspace configurations on those models fitted with the split rear seat?

8. What is Metro's new fuel tank size?

PART ONE

THE NEW METRO

1. How long is Metro? 11 feet 2 inches
2. How wide is Metro? 5 feet 1 inch
3. On which Metro model is the folding rear parcel shelf fitted as standard? On all except the City
4. What is Metro's bootspace (with the rear seat up and parcel shelf in position)? 8.1 cubic feet
5. What is Metro's loadspace capacity (with the rear seats folded down)? 33.8 cubic feet
6. On which models is the asymmetric split rear seat fitted as standard? On all except City and City X
7. What are Metro's five different loadspace configurations on those models fitted with the split rear seat?
 - a) Rear seat up, parcel shelf in position
 - b) Parcel shelf folded down
 - c) Complete rear seat folded
 - d) One third rear seat folded (parcel shelf removed)
 - e) Two thirds rear seat folded (parcel shelf removed)
8. What is Metro's new fuel tank size? 7.8 gallons

If you got all the answers right, congratulations for being up-to-date with Metro's new fuel tank size. Even if you answered every question correctly you will still find it worthwhile to check quickly through this section, which includes details of the five-door models. If you got any answers wrong, you should definitely go the relevant pages and refresh your memory.



THREE INTO FIVE – JUST LIKE THAT



Only a miracle of package engineering like Metro could have turned from a spacious three-door into a five-door without needing any extra inches. Anyone familiar with the three-door Metro will already know how extremely wide those doors are, and how amazingly spacious the rear passenger compartment is. Looking at the 5-door in profile, it's so well styled and so 'right' that it's impossible to judge, without knowing, which came first, three or five.

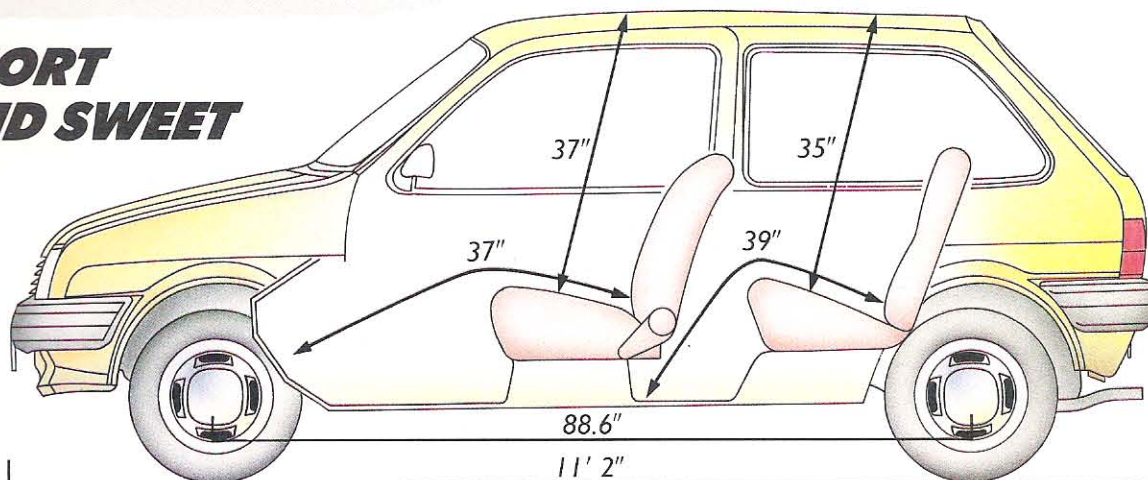
Open the rear door, and you've got a new standpoint for admiring the rear passenger space. The door itself is still so wide that you step easily inside – no scrambling.



"You don't fully appreciate its length until you squeeze it into the parking space that has been shunned by all others".

Autocar

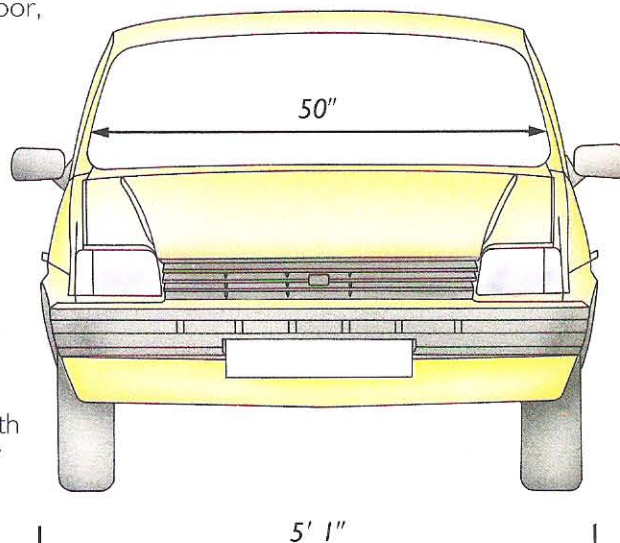
SHORT AND SWEET



Despite the ease with which 5-door has blossomed from 3-door, Metro is still in a class of its own as far as exterior dimensions are concerned. With an 11ft 2in length, it saves valuable space in the garage, and whisks easily in and out of the tightest parking spaces. Within the 5ft 1in width, the car body has noticeably less 'tumblehome' than most, the straight sides maximising shoulder room.

Battle of the bulge

A glance at the figures shows how Metro's plumper rivals have been putting on the inches. Even the compact-looking Nova is actually 9 inches longer. Polo, Uno and Fiesta add 10 inches; and the Peugeot 205 is a foot longer. The Uno takes the prize for being the tallest, towering a good three inches over Fiesta and Polo. With such a bunch of well-developed superminis, you might reasonably expect some very noticeable differences inside as well.



"As usual in the Metro one is delightfully surprised at the spacious feeling which the car gives those inside it."

Autocar

Nobody does it better

Despite their size, however, none of Metro's rivals can make comparable gains in interior space. The Peugeot is the largest of the bunch, but has the same 76 inch overall legroom as Metro. The Polo actually has two inches LESS (with punishing results for rear seat passengers).

With 37 inches in front, a generous 39 inches in the back, within a body more compact than any rival, Metro's space/size formula is unbeatable. Never before has so much been offered in so little.

	Metro	Fiesta	Uno	Nova	205	Polo
Length	11' 2"	12'	12'	11' 11"	12' 2"	12'
Width	5' 1"	5' 2"	5' 1"	5' 1"	5' 2"	5' 2"
Height	4' 6"	4' 5"	4' 8"	4' 6"	N/A	4' 5"
Wheelbase	88.6"	90.1"	93"	92.2"	95.3"	91.9"
	Metro	Fiesta	Uno	Nova	205	Polo
Front legroom (max)	37"	39"	40"	39"	40"	40"
Rear legroom (min)	39"	38"	39"	39"	36"	34"
Total legroom	76"	77"	79"	78"	76"	74"
Shoulder width - F	50"	50"	52"	50"	52"	48"
- R	50"	50"	52"	50"	52"	48"
Headroom - F	37"	37"	38"	39"	37"	39"
- R	35"	35"	39"	36"	34"	36"

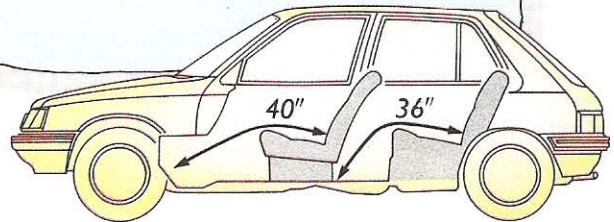
* Figures for interior dimensions taken from Autocar

SO MUCH IN SO LITTLE

Subjective impressions of Metro's big-bodied competitors are still less flattering than the actual figures....

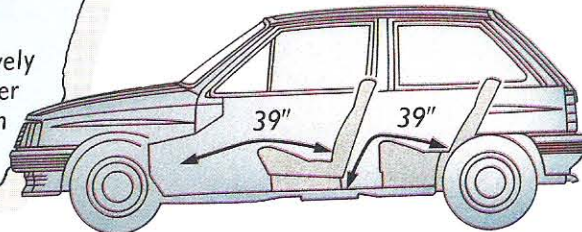
PEUGEOT...

"with a couple of tall adults comfortably seated in front, little legroom remains for rear passengers". Autocar



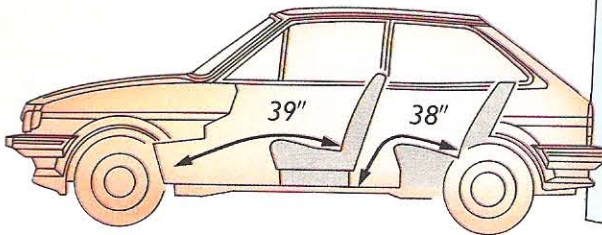
NOVA MOVES OVER... "Feels narrower than the Metro"

"Strangely though, the car feels subjectively narrower than, say, the Metro, two of our larger testers finding themselves rubbing shoulders in the front seats." Autocar



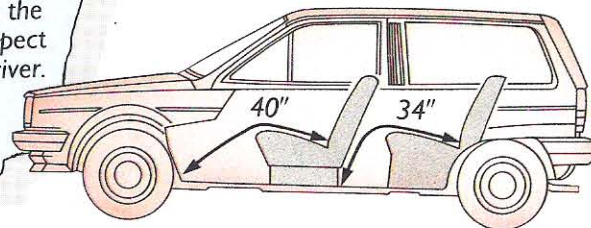
FIESTA... "not as easy as Metro"

"Access to the rear seat is a little easier in the Metro than the Fiesta, because the Metro seat cushion tilts forward when the backrest is tipped for rear access." Autocar



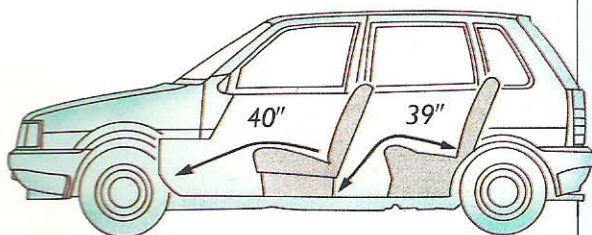
POLO... "not as good as you might expect"

"Room in the back is still not as good as the outside length of the car might lead you to expect if you are 6 ft sitting behind a similar-sized driver. One's knees must either splay or be shoved noticeably into the front seat back." Autocar



UNO... "legroom is not good"

"Surprisingly for such a big supermini, knee room behind a 6ft driver (who needs the front seat fully back) is not good, the knees of a similar sized rear passenger having to be pressed well into the front seat to an extent which the driver notices." Autocar



How long is Metro?

METRO STAMPS DOWN

Metro's huge 8.1 cu ft boot still deals out a sharp lesson to the competition. Neither Fiesta nor Nova can get within striking distance. And, as Autocar found, the Peugeot 205 puts its 12 ft 2 in length to no very good purpose – "The normal luggage area is not strikingly big". Metro's 25 inch sill height compares well with the Uno and the estate-style Polo. And with the parcel shelf in position, the 18 inch load height is substantially better than that of Fiesta and the 205.



X – undercover agent

The security of a rear parcel shelf is available from Metro City X. Unlike a number of competitors, the parcel shelf can fold neatly down behind the back seat, where a clip secures it in position. Alternatively, it can be removed completely.

Push-button release

All Metro models now have the more convenient push-button tailgate release, instead of the slam/lock arrangement previously fitted to City and City X models.

"INCREDIBLE CARGO CAPACITY" **Motor**

Metro's colossal 33.8 cu ft loadspace swallows up that of Fiesta and Nova. Even the much larger Uno and Polo can't scrape together an extra cubic foot.

Metro walks tall

An unusually generous loadspace height of 38 inches means advantage Austin – over Fiesta by 9 inches, Polo by 4 inches, and Peugeot by 5 inches.

Flat out

Metro's horizontally arranged rear suspension units mean minimal intrusion into the loadspace, and an impressive 40 inches of flat floor between the wheelarches, beating four out of five competitors. The generous overall loadspace width of 56 inches is unequalled by any rival.

	Metro	Fiesta	Uno	Nova	205	Polo
Boot (cu ft)*	8.1	7.6	8.75	7.9	7.6	8.5
Sill height (ins)	25	23	25	25	24	25
Height with parcel shelf in position (ins)	18	13	21	18	16	18
Load space length seat up (ins)	24	25	25	25	26	23

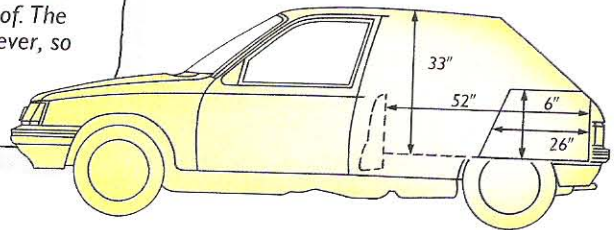
* Along with other major motor manufacturers, Austin Rover has now adopted the more accurate VDA system of measuring boot and loadspace capacities. This system involves the use of standard-sized 'bricks' of one litre capacity fitted inside the boot.

	Metro	Fiesta	Uno	Nova	205	Polo
Loadspace seat down (cu ft)	33.8	31.8	34.0	29.8	36.0	34.6
Loadspace width (ins)	56	50	48	39	48	51
Min. width between wheelarches (ins)	40	36	36	37	43	36
Loadspace length seat down (ins)	44	42	45	47	52	44
Loadspace height seat down (ins)	38	29	39	35	33	34

Peugeot – “not strikingly big”

“A key is needed to release the tailgate, which opens high and wide with gas strut assistance to reveal the flat load floor that Peugeot are justly proud of. The normal luggage area is not strikingly big, however, so the folding seat facility is particularly useful.”

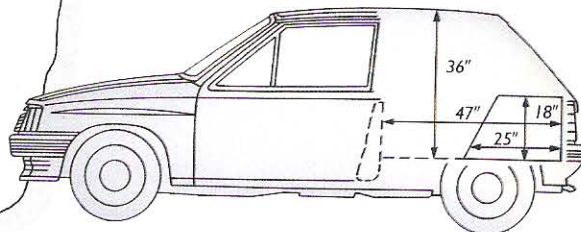
Autocar



Nova – “just beaten by Metro”

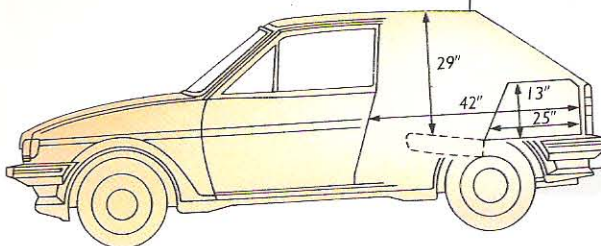
“In terms of luggage space the Nova is competitive with the large superminis, but it is just beaten in this respect by the Tardis-like Metro”. Motor

“Although the seat back does not fold completely flat, there is still a relatively uninterrupted luggage space”. Autocar



Fiesta – “confined”

“Luggage space extension is confined to tip-forward backrests (as opposed to the fully folding arrangement of, say, a Metro).” Motor

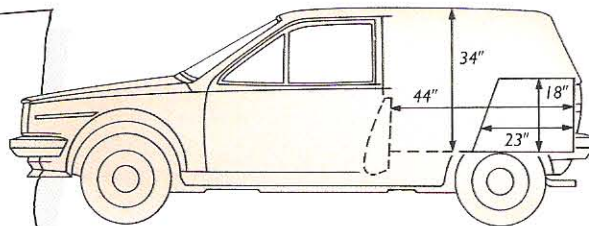


Polo struts out

The Polo’s biggest handicap is also a very obvious one – “one notices the way that the strut suspension intrudes into an otherwise very good loadspace”.

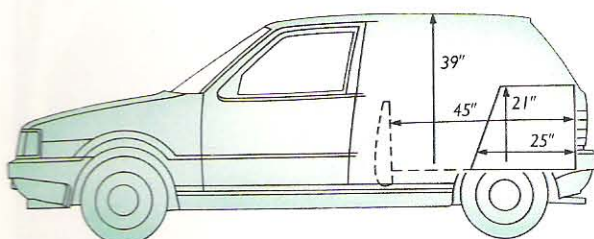
Autocar

“When that rear seat is fully folded, the resulting cargo deck is not as flat as that, say, of a Metro”. Motor



Uno – “rigid parcel shelf”

“Luggage space is reasonable for a small car...rigid parcel shelf does not fold with the seats, but unclips readily. Rear seat back can be notched into a more upright position to give that marginal extra bit of luggage space.” Autocar



- What is Metro’s boot capacity with the rear parcel shelf in position?
- Which models are equipped with the removeable rear parcel shelf?

- a) 8.1 cubic feet
b) All models from City X and above

THERE'S ALWAYS A SIMPLE ANSWER TO AWKWARD PROBLEMS...

Metro's famous 60/40 split rear seat – fitted from L models – set the standard for the class right from the start, and has been endlessly imitated since. However, the Peugeot 205 offers only a 50/50 arrangement, and the Polo still has only a bench seat up to GL models.

For the family or the businessman, as a holiday hold-all or capacious workhorse, Metro is never stumped for an answer to an awkward problem. The following sequence shows the best way to demonstrate Metro's five, versatile loadspace options.

THE FIVE ANSWERS

1. Rear seat up, parcel shelf in position.

Five can ride in comfort; luggage is securely hidden away beneath the rear parcel shelf. Lift the tailgate, and the parcel shelf hinges upwards to reveal the big 8.1 cu ft boot.

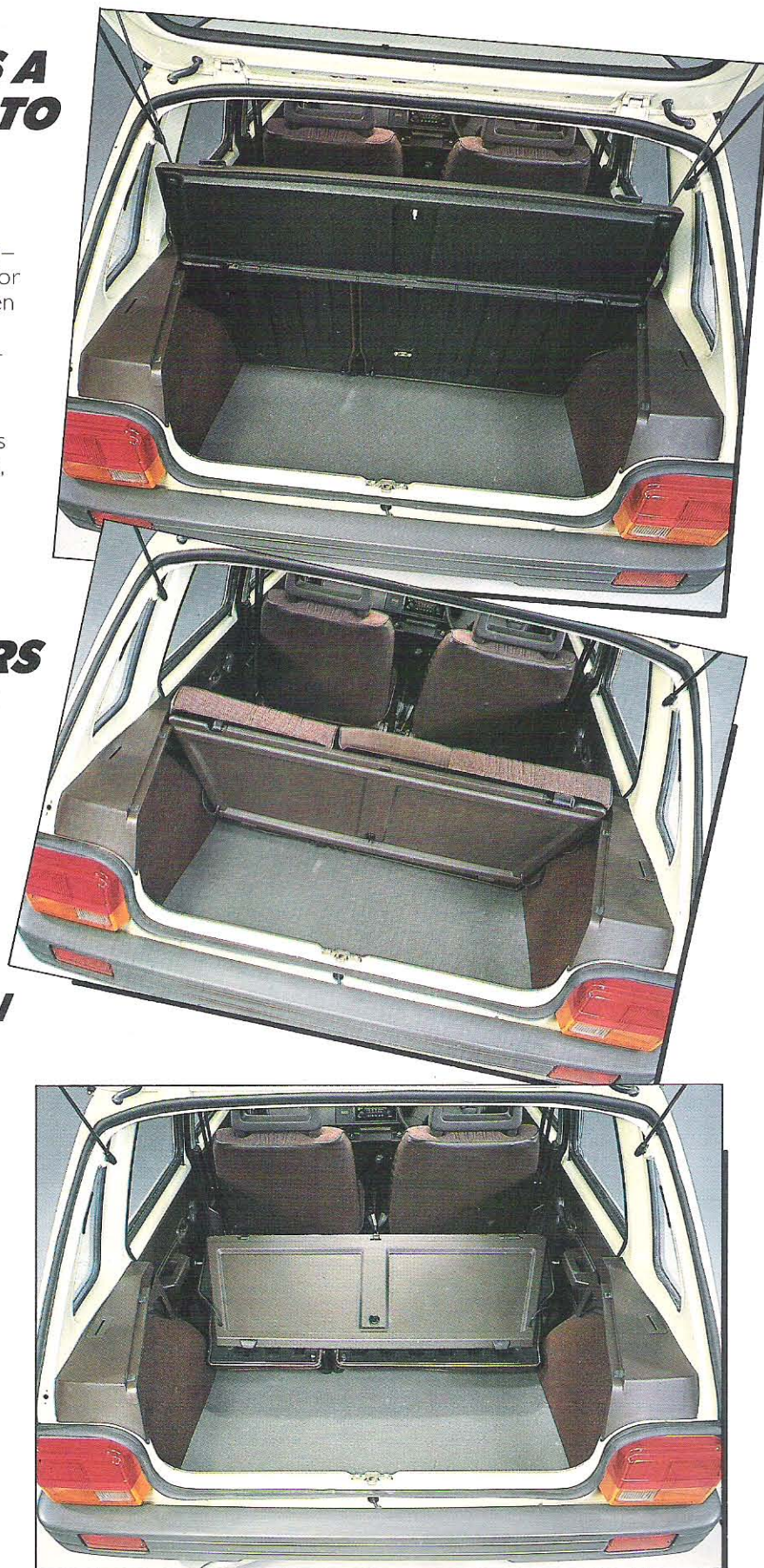
2. Rear seat up, parcel shelf folded down

You don't have to remove the parcel shelf to increase the rear loadspace. It folds down in four easy moves:

- unclip the parcel shelf straps
- release the rear seat cushion (located under the parcel shelf ledges)
- push the seat squab forward slightly, and allow the parcel shelf to drop down
- secure the parcel shelf to the back of the seat by turning the central clip, and latch the rear seat back into an upright position.

With the parcel shelf down, there's plenty of room for suitcases to be stacked up high, or for the family dog.

What is Metro's loadspace capacity with the seat folded completely down?



3. Complete rear seat folded down

Metro's impressive loadspace is revealed in 3 quick moves:

- release the rear seat catches
- fold the seat squab down onto the cushion
- flip the whole seat forwards

The jack knife folding mechanism is one of the simplest and most effective ever – clearing the decks to a completely flat floor with just a flick of the hand.



4. Two thirds of rear seat folded down

To demonstrate how Metro does the splits you'll need to remove the parcel shelf first:

- pull the rear seat back to a horizontal position
- undo the parcel shelf's central clip and lift the shelf, pulling the seat squab backwards until it clicks into place.
- remove the parcel shelf by lifting it up, pushing it to the right and then unhooking it. You can then either stow it flat on the floor or vertically against the rear sill.
- release the right hand seat catch, fold the two-thirds section flat onto the cushion, and flip the whole section forwards.

Make sure that you demonstrate that there is still plenty of room for an adult to sit on the remaining portion of the seat.



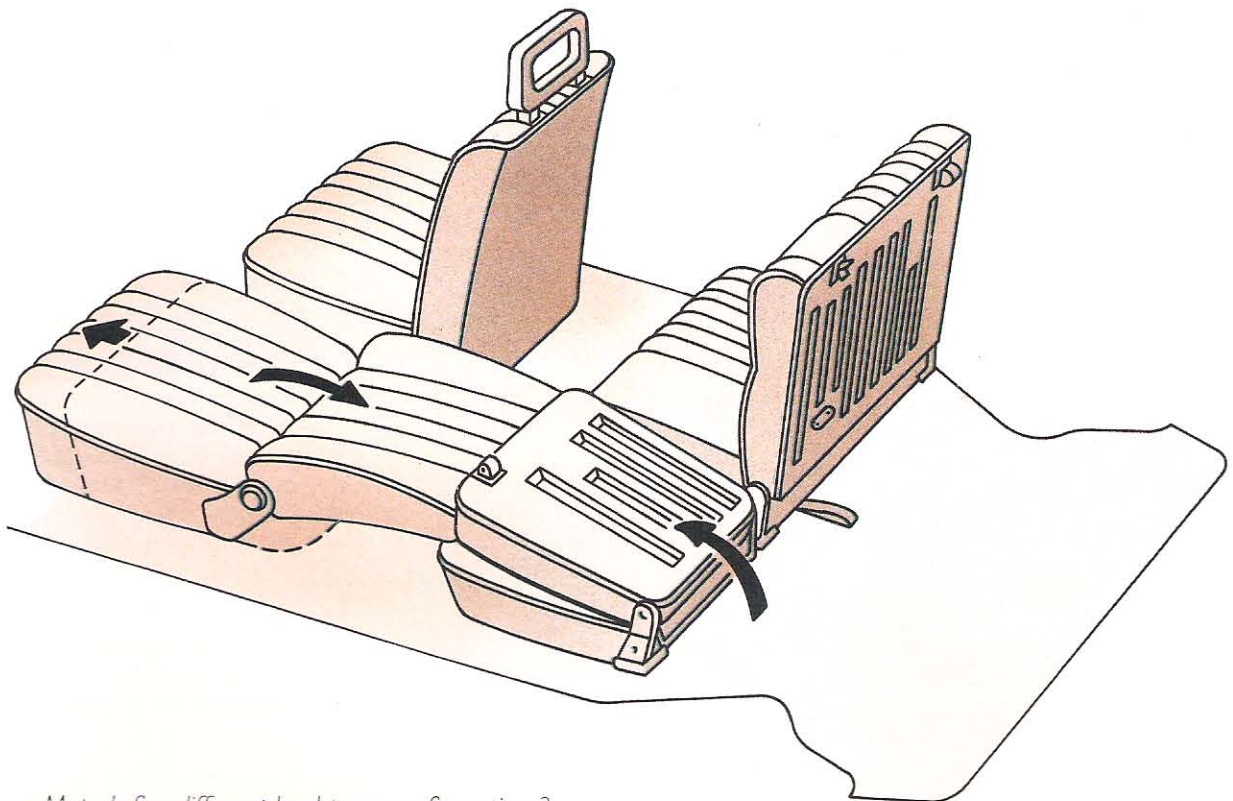
5. One third of rear seat folded down

Repeat the process with the left hand seat catch, and Metro opens up another angle on versatility: room for two in the back, and a big space for the holiday luggage or carrycot.



Metro for D.I.Y.

Another good feature – particularly for the D.I.Y. enthusiast who needs to carry all sorts of long loads – is Metro's ability to stretch the load length. With the one third seat squab folded down and the front passenger seat fully reclined, planks, carpet rolls or lengths of piping can lie almost the full length of the car's interior.



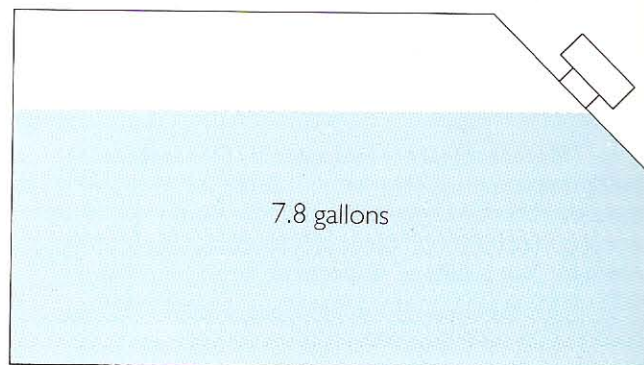
What are Metro's five different loadspace configurations?

1. Rear seat up, parcel shelf in position
2. Rear seat up, parcel shelf folded down
3. Complete rear seat folded
4. One third rear seat folded (parcel shelf removed)
5. Two thirds rear seat folded (parcel shelf removed)

64 MILES NEARER HOME

An 18% increase in Metro's fuel tank size, from 6.6 to 7.8 gallons, has given all models an impressive touring range. With a range of 397* miles, the 1.0L now travels another 74 miles towards its destination without a fuel stop. The 1.0HLE is over 82 miles nearer home, with a long-legged 436* mile capability.

(*calculated from the average of urban, steady 56 and steady 75 mph)



HANGERS ON

Camping trailer or caravan – Metro copes easily with all kinds of hangers on. Even the 1.0 City model makes light work of 16.7 cwt – whilst Fiesta 1.0 runs out of steam after only 10.6 cwt. The extra muscle of the 1.3 engine carries off 18.7 cwt; Fiesta 1.3 is puffing at anything over 15.7 cwt.

Maximum recommended towing weights

	cwt
Metro City, City X and 1.0L	16.7
Metro 1.0HLE	12.8
Metro 1.3 Automatic	12.8
Metro 1.3L, 1.3HLE, Vanden Plas, and MG models	18.7

(The towing limit is based on the ability of the car to tow a braked trailer, with two occupants, to start on a 1 in 8 (12%) gradient at sea level. Where additional payload is carried, such as luggage, additional occupants etc., this extra weight should be deducted from the recommended maximum towing weight.)

"THE METRO WINS HANDSOMELY"

"If space efficiency in the sense of the least outside size for the most inside matters most, then without doubt the Metro wins handsomely, with the very important note added that the Austin is not simply better in what one might call specific space efficiency, but it is also very good on interior room for four adults of respectable size". (Autocar)

Big, Metro's rivals certainly are — on the outside. Inside, they don't live up to their looks. Metro simply continues to deliver everything it has always promised.