

Mazda MX 5 Performance

Mazda MX-5 2.0L Performance: A force of 20 years

The restyling of the famous roadster from Mazda car brings a subtle hint of aggression. But the layering of the reports too long distills sensations.

Launched in 1989, the MX-5 celebrates its 20th anniversary this year. The best-selling car roadster in history the opportunity to afford a facelift, giving it a very slender line. In addition, a mechanism for the evolution 2.0 4-cylinder 160 hp of tutoyer 7 600 rpm. But to stay below 200 g / km of CO₂, the engineers were forced to extend the gears. Result, the MX-5 roadster 2.0 to almost 150 km / h at the bottom of the 3rd. This means that it is almost impossible to operate the mechanics on the open road. And takeovers are much less vigorous than before.

The roundness of the engine and the relative content of the self guarantee still adequate performance. And approval is still alive. The high-end suspension (Bilstein dampers, Eibach springs) offer a perfect compromise between comfort and maintaining cash. The limited-slip differential provides a seamless motricity while the excellent balance of masses (engine / box down) provides a good compromise between agility and stability. The specific car direction like a blade and mini shift lever travel short locks and net addition to the perfect ergonomic position.

The brake of car does not deserve that praise. And since it is not really compatible with any sport, the layering too long reports reduces consumption and noise level on highway. 2.0 The engine of 160 hp is now proposed that high-end finish performance with the retractable hardtop against € 30 300. But the entry level 126 hp 1.8-top canvas and lighter than 98 kg, is accessible from 23 300 €;

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Pleasure and virtue: Alfa Romeo Mi.To 1.3 JTDM 90ch Distinctive

The small diesel engine and finishing do not intermediate to the charm of the Mito which becomes, for the occasion, almost affordable.

Like the Mini, the Mito car is a city whose main sexy default rate remains high, with an incomplete equipment regardless of the finish. In adopting the 1.3 JTDM 90 ch, already established in a few covers Fiat and Opel, the city falls Alfa range. At 18 300 €; 000 €; 1 less than the 1.6 JTDM 120 bhp, it becomes more accessible without denying its charm nor its sportiness. The 1.3 JTDM lightning is not a war but it is doing the right thing in spite of the heavy mito. Under 2 000 rpm, the block is hollow if it can happen to you to set if you stay in second gear at low speed. Beyond that, it is more voluntary, without ever veering into brutality. Fairly linear, soft and never short of breath, he climbs into the towers with up to the point that the red zone (set at 4 500 r / min) was soon overtaken on the first reports if you do not take custody. Surprising for a small diesel is a good choice for car rental deals.

Not very discreet around 3 000 rpm if you accelerate at full load, this car becomes very quiet JTDM speed stabilized. A treat on the motorway. And the box has a fairly long sixth speed: 130 km / h, the system is kept well below 2 500 rpm. The control box of this car is also precise and easy to use but suffers from travel too long. The 1.3 JTDM has a final quality at the pump: capable of taking the Mito nearly 180 km / h, it shows an appreciable frugality, claiming an average of less than 5 l/100 km on the road.