



REVIEW OF THE NISSAN MICRA

by Fraser Lucas



LOOKS

After a surprisingly aggressive turn with the last car, the Micra pivots drastically once more to something more round and friendly. Although a complete twin of the Renault 5, it does enough with the finer details to possess its own identity. Sure, the overall profile is almost identical, but the circular lights and less dainty bodywork do just enough work to make it more than just a badge swap.

HANDLING AND PERFORMANCE

A huge advantage in having the Renault as a sibling is engaging handling that nips around town with such ease. You don't bump around the road either, as its ride remains well composed. In essence, there is very little difference to driving the 5, and that's a good thing. Options of 120 or 148 BHP allow the Micra some welcome speed, and with a range of 198 or 260 miles. An interesting fact is that

it's slightly more than the Renault, as Nissan has designed the body to be more slippery through the air.

PRACTICALITY

Aside from some Mount Fuji detailing hidden about, the cabin is almost exactly the same as the 5, if a little less colourful. On the one hand, this means everything is well thought out, and you can sense a certain plush feel throughout. Space inside is perfectly sound for four people, though a stretch for five (which is always a supermini problem, so not a big shock).

COST

Prices start at £22,995 for the Standard Range, while the greater Extended Range option will cost £26,995. While equipment is generous, the Micra sits more in the middle for costs amidst the cars it'll directly rub shoulders with.

Verdict

The Micra's reinvention into an electric, French runabout is as bold as it is attractive. It's an excellent all-rounder and well proven as one thanks to the Renault 5 being around almost a year now. Right now, it's a delightfully fresh newcomer for Japanese small cars, considering the segment is starting to feature one too many in need of revitalising. It leaves the Micra as even more of a standout.

