

# Suzuki Ignis - as sparky as its name suggests

By  Ané Theron

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If you like your cars compact, manoeuvrable and blessed with the ability to leave the confines of tar every now and again, chances are you'll go for some sort of small crossover.

Perhaps you already have another large family saloon or SUV in the garage for holidays or weekends away, but if you don't - is it really necessary to spend mega bucks on one?



## The family test

Suzuki's cute and characterful Ignis recently spent a week with me and my two primary school kids. I don't own a car, so whether I get a little roadster (sans legroom) or a mini-bus, I have to make do. The Ignis would be subjected to a week of school runs, sports matches, the odd dirt road (mama likes gravel and pretty views), and a mountain pass or two.

## Safety and convenience

As a mom, safety is a big issue for me, so the first thing I did was check the spec sheet. The Ignis has ABS, EBD with brake assist and two front airbags, which isn't quite as comprehensive as the VW Cross Up! and Renault Sandero Stepway, which both have traction and stability control.



In this segment these features are quite hard to find, which is a pity, as they're helpful in preventing serious accidents. In the Ignis' defence, there are standard rear-parking sensors in GLX-models.

GLX-derivatives get plenty of features such as a sound system with six-speakers, radio/CD and Bluetooth (the latter is standard in every Ignis) and other decorative and/or useful equipment like roof rails, 15-inch alloy wheels, LED projector headlamps with daytime running lamps, front fog lamps, satellite controls on the steering wheel, folding mirrors, climate control, driver's seat height adjustment, and a keyless start button. The entire list can be viewed [here](#).

## The good stuff

The Ignis' slim and dainty proportions translate to a solid power-to-weight ratio. Tipping the scales at a lithe 850 kilos, the Ignis' naturally aspirated 1.2-litre ticker beats strong and fast. Acceleration is quite swift and once you get going, the electrical-assisted steering feels decidedly firm(ish) and sporty, so much so that I was grinning like a Cheshire cat as I tackled the sharp curves of Clarens Drive.

The engine growls cheekily as you cog down to overtake, which doesn't require too much planning ahead. The raised ride height (180mm) strangely doesn't get in the way of solid handling - the firmish suspension offsets this nicely. I might even go as far as to call the Ignis the pennywise person's Mini Cooper Countryman...



Then there's the design. The interior is uplifting, clean, and chic. The dash layout, two-tone colour palette, tubular air-con unit and shiny blue accents feel upmarket and fresh. The inside is spacious too, and the 260-litre boot accommodated school bags, hockey sticks, bags full of groceries, and other loose items well. For a weekend away, I'd say three overnight bags or two medium-sized suitcases will easily fit inside.



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## Bad stuff?

There's very little. The Bluetooth works well, but try calling one of your contacts via the system? Quite finicky, so I opted for Siri on my iPhone who made all calls on my behalf. If you spend enough time with the Ignis you'll probably find an easy way around it, but I was unable to. I should add that tech isn't always my forte, though.

## One to consider?

Definitely, if you enjoy driving and don't want to go unnoticed. It's good on any surface, seemingly durable and proves that a small family can get along just fine in this baby-SUV.

## The numbers

Price: R189,900

Engine: 1.2-litre, four-cylinder

Transmission: Five-speed manual

Output :61kW/113Nm

Seats: Five

Fuel tank: 32 litres

Combined fuel consumption: 5.8-6 l/100km

Boot size: 260 litres

Spare wheel: Full size

Ground clearance: 180mm

Warranty/service plan: Three-year/100,000km; two-year/30,000km

Also consider: VW Cross Up!, Renault Sandero Stepway

## ABOUT ANÉ THERON

Ané Theron started her career in motoring journalism at Rapport, and moved over to City Press after a few years, before settling into a full time career at AutoTrader SA. She's at her happiest driving along twisty coastal roads, or crawling across rugged terrain in a beefy 4x4, or driving through the desolate Karoo. And taking photos along the way, of course.

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