



"Even though our Superb isn't quite as kind to the planet as the new GreenLine II model, it's still proving reasonably efficient. Plus, it's in constant demand from other members of the team."  
**ROSS PINNOCK ROAD TEST EDITOR**

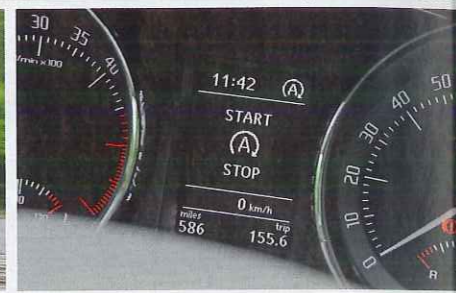


Eco GreenLine II handles as well as our car, with firm ride the biggest trade-off. Stop-start helps slash emissions.

**SECOND REPORT: 6,322 MILES**

# SKODA SUPERB ESTATE

At last, we've found a better all-rounder than our long-termer... a different version of same car!



**HOW** do you improve on perfection? Well, in the case of our long-term Skoda Superb, I think I've found the answer. Over the past four months, the Estate has been winning friends at every turn, but its CO<sub>2</sub> emissions are sure to be an issue for some buyers. This point was rammed home during its latest group test victory, against assorted large family estates (Issue 1,166). The likes of the new Peugeot 508, revised Ford Mondeo and latest VW Passat are far more efficient, so user choosers and fleet buyers have to pay more for the privilege of driving the big Czech. We think

it's worth the extra, but a cleaner, more economical, model would be even better – and here it is... The Skoda Superb Estate GreenLine II (driven on Page 46) features stop-start, revised gearing and an eco-tuned 1.6-litre diesel to slash emissions to 114g/km. With only 104bhp and five ratios to choose from, performance isn't as brisk as in our 138bhp 2.0-litre TDI, but it's surprisingly lively and retains the entertaining handling that makes our long-term model so popular. Firmer suspension ensures a less forgiving ride, although the smaller alloys help to alleviate this, and it isn't enough to put us off recommending the eco Superb. Even though it's not as kind to the planet, our long-term Skoda is proving reasonably efficient; so far, we've averaged 40.0mpg. A long weekend in Worthing, W Sussex, with my wife and two daughters, has also put the car's load capacity and long-haul credentials to the test – and it passed with flying colours. The only expenses have been to replace a lost iPod cable, for the optional Music Device Interface, and regular top-ups of screenwash. At £28, the electrical lead wasn't cheap, and it took dealer SG Smith Skoda in Croydon a few days to get the right one. But the customer service was absolutely brilliant. I mentioned the car's appetite for screenwash in my last report (Issue 1,159), and the low level warning light on the dash seems



**Ross Pinnock**  
 Our road test editor drives every new car to hit the road in the UK and covers around 50,000 miles each year.

**SKODA SUPERB ESTATE 2.0 TDI (140) ELEGANCE**  
**On fleet since:** January 2011  
**Price new:** £24,845  
**Engine/power:** 2.0-litre 4cyl/138bhp  
**CO<sub>2</sub>/tax:** 145g/km/£125  
**Options:** Metallic paint (£440), Music Device Interface (£185)  
**Trade-in now:** £22,000  
**Insurance group/quote:** 19/£520  
**Mileage/mpg:** 6,322/40.0mpg  
**Costs:** Lost iPod lead (£28)  
**Any problems?** None so far

Insurance quote provided by AA (0800 107 0680) for a male, 42, living in Banbury, Oxfordshire, with three penalty points.

"The SEAT Leon FR TDI we used to run featured the same 168bhp diesel engine, and the Skoda feels almost as lively. Best of all, it's economical, too. The big estate really is a fantastic all-rounder."  
**GRAEME LAMBERT ROAD TESTER**

## WHAT THE SUPERB IS LIKE TO LIVE WITH...

**GOOD**  
**INTERIOR** quality is brilliant in the Superb. VW-derived switchgear, top-quality plastics and simple design make it luxurious and easy to live with. Details like the rubber-backed internal door releases show how much thought has been put into the cabin – they contribute to the high-class feel.

**NOT SO GOOD**  
**TAILPIPE** emissions are vital to the success of models in this sector. Yet while the Superb was on the money when it debuted a few years ago, advances in this field mean it now looks dirtier than its rivals. That will be a turn-off for company buyers – which is a real shame, as the Skoda is the clear class leader in all other respects.



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