



SKODA YETI

Elegance 2.0 TDI CR 4x4

The Yeti has passed a mileage milestone and is still practically perfect in every way, bar one very tiny detail. **Sue Baker** reveals what has gone wrong.

A manic month of motoring activity has added almost 1,300 miles on the clock for the Yeti and pushed the odometer past 10,000. My most recent trip was to the Haynes Motor Museum at Sparkford, near Yeovil in Somerset, for a brief guest appearance in a new BBC series on the history of Britain that's due on air this autumn. Melvyn Bragg is the presenter, and I was amazed to learn that

he doesn't drive. This discovery triggered mutual bemusement. I told him I couldn't imagine what it must be like, going through life permanently in a passenger seat. He hailed me as a "car addict" for lingering to browse around the museum after filming finished. If you have never paid a visit to the Haynes museum, make a pilgrimage there. It is a wonderful collection of

beautifully preserved cars that showcase British motoring history, as well as other motors - and a few motorcycles - from around the world. The highlight is the fabulous red room, where every car, from a frog-eyed Sprite to an impressive array of Ferraris, has scarlet paintwork. But for me the nostalgic delight was discovering twins of my first two cars parked side by side in the British classics section. The museum's sit-up-and-beg Ford Popular is green; mine was black, with permanent hand-prints on the rear paintwork where my friends perpetually had to push the unreliable beast. Alongside it in the museum line-up is a black 100E Ford Anglia; mine was blue.

Black and blue remain popular car colours today, but my current favourite is the warm bronze shade I chose for our Yeti, the colour of Muscovado sugar. The hunky Skoda is a year old now, and after 12 months at the wheel I'm still a big fan. Awareness of the Yeti has soared since it first came onto our fleet. Back then, people used to ask me what it was. Today, as I was engaged in the photoshoot for this report on a local

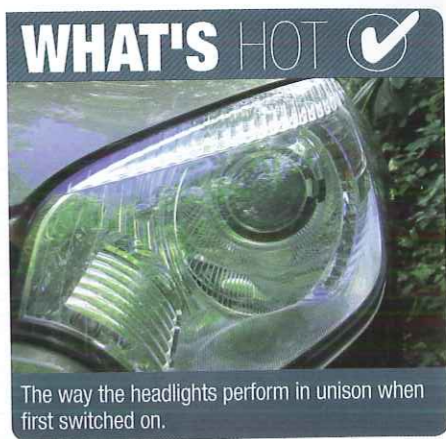


common, a dog-walking couple paused to chat, and the man commented that "You're lucky to have one of these, you know. They're supposed to be like gold-dust - really long waiting lists." The words were like salt in the wound, knowing we'll soon be parting with our warmly appreciated Yeti. I really like its chumminess, the feeling of re-encountering an old friend every time I come back to it, after a

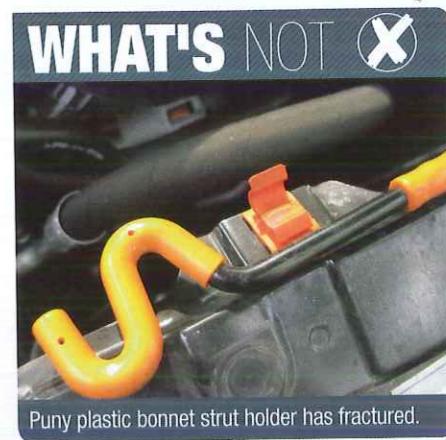
spell in another car. There's a comfortably friendly ambience about it, like putting on a favourite jacket that fits perfectly and always makes you feel at ease. One little detail that never fails to delight is the way the headlights greet you when you first turn them on. Within seconds of coming on the lights nod downwards as a synchronised pair, then they each flick outwards before realigning parallel again, and finally levelling off ready to shine out ahead as you drive. It's a balletic little sequence that is one of the car's likeable signatures. Another neat detail is the word Yeti etched into the edge of each headlight.

There are still a couple more months to go now before the Yeti leaves us, but already I feel I bit sad about the prospect of waving it goodbye. It is going to be hard parting with a car that has become so much a part of the family, a much-respected workhorse and a familiar sight on the driveway. A year down the line, it has been highly enjoyable to drive, it has behaved absolutely flawlessly throughout, and nothing has failed. Well, nothing much, anyway.

Last weekend I opened the bonnet to replenish the windscreen washer reservoir, and was surprised to find that the metal strut that you use to prop up the bonnet seemed a bit loose in its little plastic retaining clip. The reason: the rather frail-looking little clip has fractured, halfway down its curved width. It has not actually come apart, and remains secure enough to hold the strut loosely in the stowed position, but it no longer secures

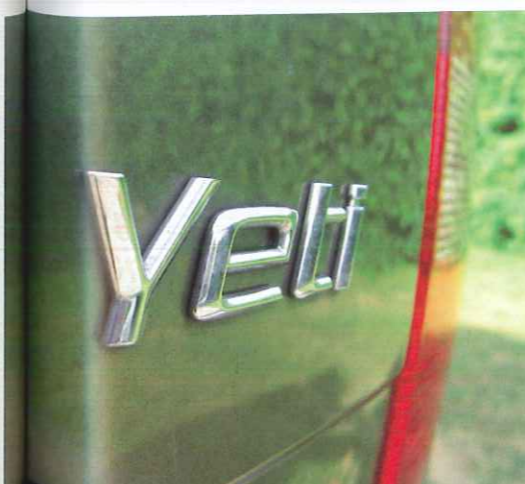


WHAT'S HOT ✓ The way the headlights perform in unison when first switched on.



WHAT'S NOT ✗ Puny plastic bonnet strut holder has fractured.

"Awareness of the Yeti has soared since it first came onto our fleet."



Skoda Yeti Elegance 2.0 TDI CR 4x4	
Price when new:	£21,825
Price as tested (including options):	£25,240
Options fitted:	Acoustic parking sensors, metallic paint, panoramic sunroof, rough road package, satellite navigation, silver roof rails, variable boot floor.
Engine:	1968cc, 4 cylinder, turbodiesel
Transmission:	6-speed manual
Power output:	138bhp at 4,200rpm
Maximum torque:	236lb ft at 1,750 to 2,500rpm
Maximum towing weight:	2,000kg
Top Speed:	118mph
Acceleration 0-62mph:	9.9secs
Combined fuel consumption:	47.1mpg (official combined) 39.9mpg (on test)
CO ₂ Emissions (Taxband):	157g/km (G)
Benefit in kind tax liability:	24%
Size (Length/width with mirrors):	4,223/1,956mm
Boot space (Minimum/maximum):	416/1,760litres
Insurance Group:	16
EuroNCAP safety rating:	★★★★★
Date arrived:	6th May 2010
Mileage to date:	10,011miles
Costs to date:	None
Faults to date:	Fractured bonnet strut holder

the long piece of metal in a tight grip. Doubtless the clip can easily be replaced, but on close inspection it's actually rather feeble in structure. It's a shame, because this is the only detail on the car that doesn't seem to quite match the usual high standard of Volkswagen Group equipment. Memo to Skoda: back to the drawing board with that tiny item. It falls short of the excellent quality of the rest of the car. **DC**

