

Mitsubishi Space Star

Featuring 1.8GDI GLX



SCORECARD

Overtaking / pulling power

●●●○

Fuel economy

●●●●○

Handling / steering

●●●○

Comfort / ease of control

●●●●○

Interior space / practicality

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Accident / injury avoidance

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Costs in service

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Depreciation prospects

●●●○

MAYBE IT'S EASIER TO DEFINE THIS more-compact alternative to Mitsubishi's long-running Space Wagon by stating what it doesn't do. It's not a seven seater (only five) and it doesn't have removable or disappearing-trick seats that can also fold to provide table-tops or loungers.

What it sets out to do – and achieves – is to provide a roomy, comfortable and easily accessible five-seater alternative to a normal estate car within especially compact external dimensions. Even so, its lofty build and commanding driving position, with an excellent all-round view for everyone, are typically MPV.

The interior space and comfort are evenly shared – the rear passenger behind an average-sized driver enjoys plenty of legroom, especially when this comfortable split/fold rear bench is slid rearwards on its runners. The centre rear occupant unwinds the seatbelt from the roof, Scenic-style, and the belts don't seriously impede the seat-folding arrangement, when a large, flat cargo-area is the priority instead.

The direct-injection petrol engine is generous of power output, but lacks strong acceleration at lower revs, though it's never harsh. Fuel economy is best in "lean-burn" mode (when a green light shines approvingly), but as you press the pedal a bit harder, it's like flicking a switch sometimes, as the surge of power cuts in. Overall, mpg is commendable, though not the breakthrough Mitsubishi would have you believe.

Neither are the Space-Star's ride and handling out of this world. It corners deftly and absorbs most of the rough stuff, but tends to heave a bit in under-damped fashion. It's a comfortable driving position with a range of adjustments to suit most, however, and equipment is generous at its competitive price – only air conditioning is absent. Instead, a generously sized, buffet-free electric sunroof is provided. So are twin airbags, ABS and a trip computer, as well as a plethora of practical oddments compartments.

With an excellent background of reliability, Mitsubishi's Space Star works really well as an unassuming holdall for a family of five ; it's not exciting, but we imagine everyone becoming very fond of it as a faithful servant.

HOW THE SPACE STAR COMPARES	Engine cap/power (cc/bhp)	Revs at 70mph (rpm)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes best stop (m/kg)	Maximum legroom - front (cm)	Typical leg/kneeroom - rear (cm)	Steering turns/ (p) circle (m)	Overall length (cm)
MITSUBISHI SPACE STAR 1.8	1834/121	3150	10.6	27.1/20.4	38	27½/18*	109	103/75	3.1/10.0	403
Renault Megane Scenic 1.6	1598/90	3450	13.7	28.4/21.9	34	29/30*	105	102/76	3.5/10.5	414
Citroën Berlingo Multispace	1761/90	3070	12.4	28.1/20.7	33	29/18	109	107/74	3.3/11.1	411
Fiat Multipla 1.6	1581/103	3800	12.7	29.2/20.6	29	27½/20	106	114/83	2.8/11.1	399
Daihatsu Grand Move 1.6	1590/90	3370	10.8	28.1/20.0	35	28/16	103	109/75	3.7/9.5	410

* with ABS

(p) all power assisted

PERFORMANCE

Acceleration time in seconds

mph	30	40	50	60	70
THROUGH THE GEARS		2.0	4.0	7.0	10.6
IN 5TH GEAR		6.5	13.0	19.7	27.1
IN 4TH GEAR		5.2	10.2	15.3	20.4

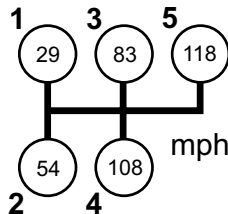
20 mph	30	40	50	60	70
5TH/4TH SPEED RANGES		13.1/10.4		13.2/10.1	
			13.0/10.2		14.1/10.2

Maximum speeds

REVS PER MINUTE	1st	4th	5th
2nd	5750*	5750*	5325
3rd			

* for best acceleration

Gearing gives 22.2mph per 1000rpm in top gear = 3150 rpm at 70mph



FUEL CONSUMPTION

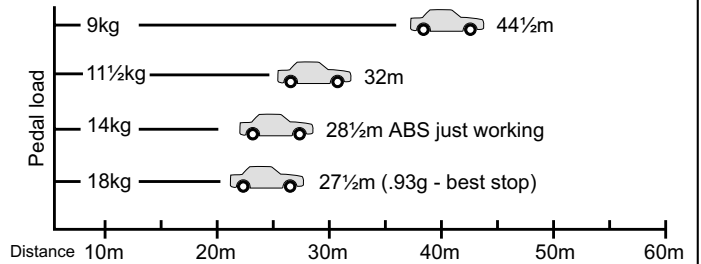
Type of use - air conditioning not fitted*	mpg
Urban (17mph average/heavy traffic)	24
Suburban (27mph average/6.4 miles from cold start)	31½
Motorway (70mph cruising)	38
Cross-country (brisk driving/20 miles from cold start)	38
Rural (gentle driving/20 miles from cold start)	46
Typical mpg overall	38
Realistic tank range (not nominal tank capacity)	48 litres/400miles

*with air conditioning (switched on) consumption will increase by 2-4% in winter and 4-8% in summer

BRAKES

Pedal feel ●●●●○ Behaviour in an emergency ●●●●○ Handbrake ●●○○○

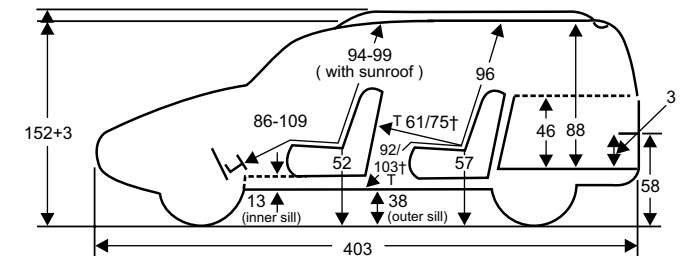
Dry road stopping distance from 50mph (with standard ABS)
(A good-to-average best stop is about 26m at 15-20kg pedal load)



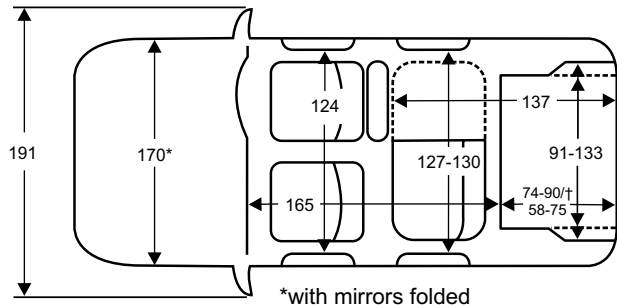
Fade test: pedal load required for a moderate (34m/.75g) stop:
Not recorded

MEASUREMENTS

Centimetres Five-door



T: typical back seat space behind medium-sized front occupants
† rear seat forwards/rearwards



LIKES AND GRIPES

- Gearchange light and precise ... but synchro clashes from first to second sometimes
- Engine always reasonably subdued ... but too much tyre rumble
- Courtesy lamps in front cabin and boot ... but nothing in between
- Excellent rear wash/wipe arrangement ... but unswept band along driver's screen pillar
- Well-protected lower door sills ... but nudge strips on door flanks don't protect
- Height adjusters for wheel and seat ... but only the cushion is altered