

PEUGEOT 208 GT LINE 110

By Jim Mc Cauley



Three years on and Peugeot has refreshed its top selling 208 model. Available in a wide range of engine and transmissions options, test choice was the 110 bhp turbo petrol model driving through the optional 6-speed automatic gearbox.

This model sits just below the range topping GTI and débuts the 1.2 litre, 3-cylinder engine which may seem low on capacity to even suggest GT type performance. However, having been very

impressed with the same power unit in the heavier bodied Citroen Cactus, there were no fears or evidence of any shortfall in performance. In raw terms this power unit, mated uniquely to the 6-speed automatic transmission, takes the car from rest to 62 mph in 9.8 seconds with the potential to top 118 mph.

Revised front end styling and rear end detailing increase the road presence of the car, aided by the fact that the upgrade to 17-inch rims provides a fuller radius in the wheelarches.

On road, and the engine / transmission relationship works very well, allowing the driver to try and find the correct position for the small diameter steering wheel, without blocking the high-set instrument pod. Several tries later and a clear view of the the instruments is an impossibility, but the speed reading is duplicated in a digital read-out, so at least the important information is to hand. The 6-speed 'box works well on upshifts but less so on downshifts, but not to the extent that it is uncomfortable. Although steering wheel paddles are not fitted, the auto operation of the transmission can be overridden on the gear select lever when you feel the need for greater



driver involvement. On the open road, the car maintains excellent pace, but the small steering wheel and direct response takes a little getting used to.

Interior layout is easy to come to grips with, and the central 7-inch infotainment touchscreen sits well within the driver's vision with a quick to comprehend menu. Contrasting red stitching on the leather steering wheel, seat edging and running through the seatbelts adds to the sporting aspirations of the car which can comfortably accommodate four adults as well as a useful 285 litres of luggage. However, while there is good oddment storage in the cabin, it lacks frap handles and only the front seat occupants have the benefit of a courtesy light.

Safety provision ranks well in the new EuroNCAP grading with driver safety scoring 88%, pedestrian safety scoring 61% and child safety scoring 78%. The car also has stability control, front and rear parking sensors, and reversing camera as well as auto locking on moving off. Driver convenience



items include automatic headlights and wipers as well as auto dimming rear view mirror, while the test car also featured a very accurate satellite navigation system and full size spare wheel.

Overall, the latest evolution of Peugeot's top seller increases its charm offensive with the styling tweaks, but the relationship between the small steering wheel and instrument pod may be a deterrent for some buyers. But not so the 1.2 litre 3-cylinder engine which at first be dismissed particularly when mated to an automatic gearbox, but it has to be driven to discover how successful the combination is with

the benefit of low emissions of 104 gms/km. The official combined fuel consumption is given as 62.8 mpg with 49.6 in an urban environment. In a week's driving biased towards town use, I recorded 36.6 mpg, a commendable 74% of the official urban figure.

The model tested is listed at £17,695 and is in Group 15E for insurance purposes. Although some manufacturers now offer four, five and seven year warranties, Peugeot retain the traditional 3-year / 60,000 mile cover.