

Alluring

Ian Lamming assesses the cossetting nature of Peugeot's new 3008

IT HAS to be said so I will say it; I'm still wearing the same underpants as I was walking around New York's Central Park but I'm now in County Durham climbing into a test car.

Foreign travel is like that; a bit weird. I've missed a night in bed, flown across the Pond, driven up from Manchester Airport and am definitely on the crusty side as I slip behind the wheel of Peugeot's new 3008 praying it will be gentle on me.

And you know what, it is as I head over to the Lake District. This particular SUV is the 1.6 diesel in Allure trim and I am very much allured.

Its bold new looks are a slap in the face to a weary traveller waking me up with its innovative design.

Thankfully, Allure comes with a very nice automatic gearbox with possibly the most futuristic operating lever I have come across. It looks like something that should sit in the cockpit of the latest hi-tech fighter plane but then the whole interior seems to take cues from such machines.

The dash is a masterpiece with some of the best graphics I have witnessed on a modern car. They interchange, twirl and sweep around the dash passing on a host of information to the now less tired and much more interested driver. The interior really could not be a better place and is a marked contrast to the travel-stained 757 I have just had the displeasure of experiencing on a six hour flight from the Big Apple.

Unlike the tired old Boeing, the 3008 is smooth and serene, turbulence-free and a restful place to inhabit. It also has comfort levels that a long-haul carrier like American Airlines can only dream of.

But the 3008 is also a great vehicle to pilot with excellent performance and a high level of dynamism made better still by the smallest, sportiest steering wheel ever and a sport setting button on the central transmission tunnel.

Standard features are a boon to keep the jet-lagged driver out of the hedge. They include AEBS – Automatic Emergency Braking System, adaptive driver and front passenger

airbags (includes passenger airbag deactivation function), driver and front passenger side, front and rear curtain airbags, CDS - Dynamic Stability Control and ASR - Electronic Anti-skid System, driver attention alert system, Isofix child seat fittings (x3) in the front passenger and outer rear seats, programmable cruise control and speed limiter, and speed limit recognition and recommendation.

As a consequence of these and other safety features, substantially reduced repair costs and a 5-star EuroNCAP safety rating, the all-new 3008 SUV has insurance ratings from just 11E (20A on the previous model).

The amble luggage bay swallowed the holiday dirties with aplomb and the efficient climate control helped keep our collective body odours at bay.

If ever there was a vehicle to greet you like a limousine driver at the airport arrival gate it is the new Peugeot 3008. Now where did I leave my clean undies?



Fact File

- Peugeot 3008 1.6 HDi
- Engine: 1.6 turbo diesel
- Power: 120hp
- 0-62mph 11.6 secs
- Top speed: 115mph
- Combined MPG: 64.2
- Transmission: automatic
- CO2 g/km: 114