



## PEUGEOT

- Model: Peugeot Partner Tepee
- Engine: 1.6 turbo diesel
- Drivetrain: five speed manual
- Insurance gp: 7
- Power: 92BHP
- Top speed: 102mph
- 0-62mph: 14.3secs
- Miles per gallon: 54.3 (combined)
- CO2 (g/km): 135

# The perfect travel partner

by Ian Lamming

**C**AR envy? Don't you believe it.

As the tourist shuffled bags, pram and shopping around the back of his sports estate, packing the Peugeot could not have been a more nonchalant affair.

Granted I didn't have his 400BHP. Neither did I have his four wheel drive. But to be honest on this particular journey I needed neither and wanted what the Tepee had to offer.

This time the test breaks with tradition and sadly takes the author south, far, far south, to the alien and unspectacular scenery of Norfolk. It's a trek, an uber trek, which has me hyperventilating.

But the first thing to settle my nerves and make me smile is the full to the brim tank reading which tells me it will be 700 miles before I have to visit the pumps, by which time I might be home.

Try that in an Audi RS4.

Secondly, you can load the MPV with enough reminders of your beloved north to get you through a long weekend away; that includes partner and child and the various paraphernalia each requires on a sojourn.

While Mr Audi packed with an intensity of a jigsaw maker, I preferred to lob luggage and people carelessly at the capacious interior with consummate ease. Cases and

people find a suitable place to rest and we are away in double quick time.

The Tepee is designed for ease of use with storage just about everywhere you would choose to look.

There are compartments for drinks, loose change, maps and more, while the five year old appreciated the seat-back tables on which he could attach his natty DVD player to help while away the hours - and I mean hours.

Each occupant also gets a comfortable individual seat and while the driver's could have done with a bit more travel, the bus-like driving position actually stopped any chance of

cutting the blood supply off at the knees and developing a killer deep vein thrombosis.

Now compared to the RS4, 92BHP doesn't sound a great deal. But what that figure fails to reveal is the satisfactory levels of torque the willing diesel is happy to hand out. It never feels slow or breathless and fair romps along the motorways at speed while still returning close to 50mpg.

The Outdoor gets a touch of off-roaderiness with longer travel suspension to soak up the bumps, a more open tread pattern to its tyres, for mud and snow, and electronic wizardry which

mimics the benefits of all wheel drive when conditions get tricky.

Tepee looks good from the front with an attractive nose featuring spot lights and LEDs. The rear is a bit van-like but that comes with a host of practical benefits so who cares; the sliding side doors are especially useful when loading junior into his booster seat. RS4-man smacked his head at least three times while depositing baby into the back seat of the much lower estate.

Tepee wasn't my first choice for this trip down south, it was a last minute replacement. But travellers could not have wished for a better car. It proved to be a capable and comfortable companion helping an erstwhile northern fish who might otherwise have floundered outside his pond...and it stopped me flapping like the man in the Audi.

