

SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

TEST DRIVE

QUIRKY FRENCH LION

2018 Peugeot 2008



PEUGEOT IS NOT A FAMILIAR NAME
At least in these parts. Obscure French cars built for European markets tend to be that way—you'll be hard pressed to find a person on the street who'd know how to pronounce the name, let alone name its country of origin. One passer-by, struck by the 2008's Ultimate Red paintjob and relatively unusual proportions, asked us if it was Malaysian. When we replied it was French, he moved away, a little confounded that the French know how to make cars.

They do. Peugeot has been around since the turn of the century, and currently accounts for the largest automotive export numbers for France and makes up a significant majority of sales in Europe. With a range populated by hatchbacks, crossovers, SUVs and MPVs, that's no surprise. And now, it's here in Bangladesh.

SO WHAT EXACTLY IS THE 2008?
Peugeot claims it's an SUV via the official brochures and ad campaigns. We can clear it out—it most certainly is not. The dimensions, the overall demeanour and the driving position make that clear. It's not a hatchback either—it has a large-ish trunk (422 litres of space) and too wide and tall of a bootlid to make it anything other than a tall crossover with hatchback-like dimensions. The 2008 is a Crossover Utility Vehicle. That's it.

THE SPECS AREN'T EXACTLY REVOLUTIONARY, BUT IT'S PACKAGED WELL.
Under the hood, you'll find Peugeot's PureTech 1.2 litre 4 cylinder turbo petrol. Paired to a six speed automatic, the 2008 finds a 110 HP at 5500 RPM and 155 lb-ft of torque available as low as 1500 RPM. Weighing in at a measly 1150 KG kerb weight, the 2008 walks the fine line of driving thrill, fuel efficiency (official estimate stands at 17 km/l) and cruising power.



But more on that later. The interior gets the traditional French treatment—textured dash with premium-feel materials, multi-level ergonomic placement of minimalist switchgear and infotainment, funky instrument cluster and grippy seats that hold you tightly in place during hard cornering but offer loads of comfort while sitting in traffic. The touch screen infotainment system has a total of two buttons and a single knob, offering you Bluetooth, Aux, AM/FM/CD and phone connectivity.

Interior space is one of the biggest downsides to the 2008's portfolio. For any tall driver or front passenger, moving the front seats back to a comfortable position means robbing the rear seats of any justifiable leg-room. The rear seats don't fold down either, making the rear bench a bit of an odd nut to crack. The lack of

legroom is compensated for by tall windows and the panoramic (closed) roof that makes visibility a breeze. Proximity sensors combined with those tall windows make the 2008 an easy car to manoeuvre in city traffic.

Elsewhere, the 2008 would make sense for a relatively newly married couple, their tiny offspring and the weekend shopping bags, but in Bangladesh's relative crazy social structure, the 2008 is somewhat of a selfish buy.

THERE ARE PLENTY OF REASONS TO BE SELFISH WITH THE 2008, THOUGH. The low kerb weight and relatively high power-to-displacement ratio makes the 2008 a fascinating car to drive in a city environment. The torque, which makes itself readily available from the get-go, is addictive in Sport mode. Pair that with the pseudo Macpherson type front and cross deformable rear suspen-



SPECS

Engine: 1.2 litre 4-cylinder turbo-charged petrol (110 HP @5000 RPM, 155 lb-ft)
Transmission: 6 speed auto, FWD.
Safety: ABS with EBD, ESP, six airbags.
Features: Dual zone automatic climate control, cornering assist fog-lamps, tyre pressure sensors, 17-inch alloys, panoramic roof, seat height adjustment, Mirror Screen, Apple Car Play, Android Auto, Park Assist with reverse camera, 7-inch touch screen infotainment system,

Price: Starting from TK 39,50,000. For details, contact AG Motors Ltd.

The 2008 is a fantastic little crossover. It has the right mix of equipment, durable interior materials and driving feel, but the lack of space is a big downside. Despite being the right kind of car, the 2008 is in the wrong kind of a market. To be extremely frank, the 2008 is an odd proposition for Bangladesh—for the price, there's better options for the space conscious buyer. But what they'll be missing out on is perhaps one of the best Europe can offer in the crossover segment.

The original review was published in Shift's 5 year special anniversary magazine. Contact us via our Facebook page for availability and details.

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CAR SPOTTING

BIG CATS, UK STYLE



Photos : Shadman Al Samee

AUTO NEWS

Hyundai Tucson N-line



Hyundai's entering the performance car segment with their "N" vehicles—effectively a South Korean counterpart to the likes of BMW's M division and Mercedes' AMG. They've released a couple of N models already—hot hatches like the Veloster N and i30N are already gaining ground in European markets. Additionally, the N-line adds specific trims and kits to base models, with a wide range of customisable options for paint, wheels, bodykits, lighting and more.

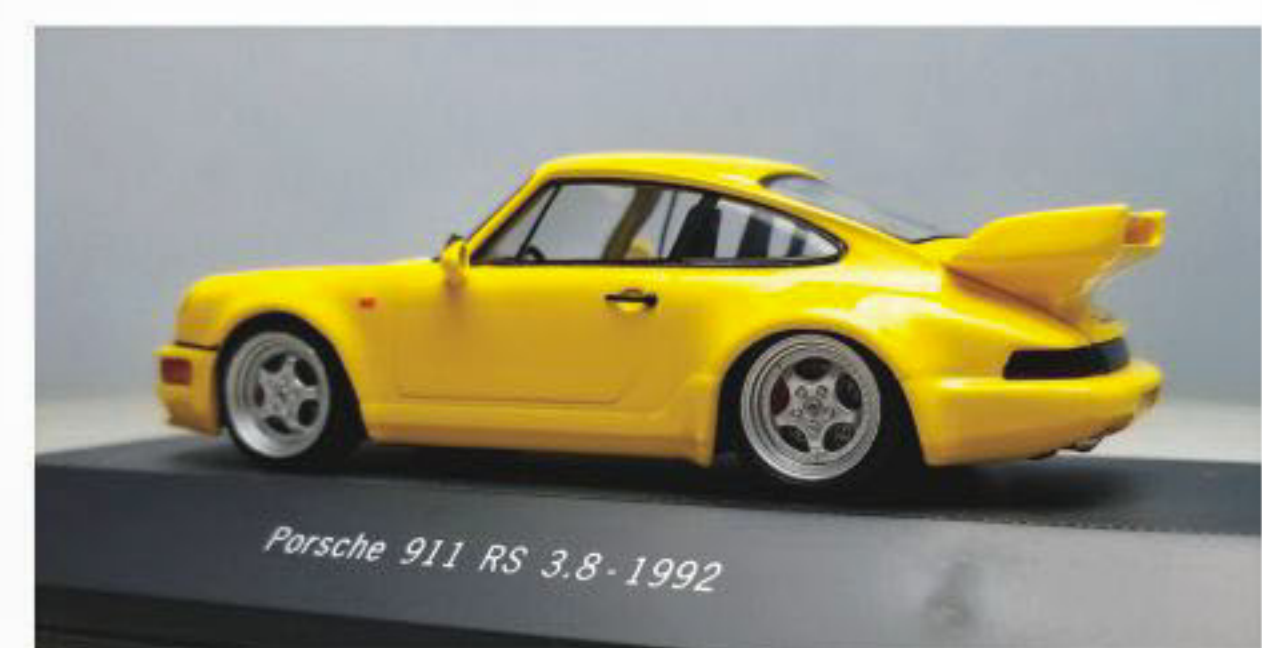


The Tucson mid-size SUV has been a local favourite from Hyundai's stable, with competitive pricing making it a brilliant value proposition. It's loaded with gear and

is good to drive and be in as well. Globally, the Tucson is an even bigger success, riding the crest of SUV mania all the way to the top of sales charts. Hyundai wants to boost that further—with a fresh injection of hotness from the N-line parts catalogue. It's not just visual either—N line models are stiffer, sportier and more aggressive.

Will we see any in Bangladesh? Not sure, but we definitely should. Listen up, Hyundai Motors Bangladesh!

COLLECTIBLES



Porsche 964 3.8 RS by Atlas

Gorgeous is an understatement. The Porsche 964 is possibly one of the coolest, most lust worthy 911 ever made. Yes, you will possibly argue, but just look at it. When this car came out it was the wild. 260 BHP was the output, which may not seem like much but it hit 100 km/h in about 5.2 seconds. All the way back in 1993, almost 30 years ago.

Atlas reproduced it in a brilliant 1:43 scale as a series highlighting the greatest Porsche 911 sports cars, including the classic 911s.

Pros: Beautiful paint, perfect stance.
Cons: Wheel rims appear slightly jagged. Needs more decal detailing.

Words and Photos : Ehsanur Reza Ronny