

MOTORING MATTERS *by Sandie Goodwin*



SAY BONJOUR TO THE PEUGEOT 407 – 170 HDI SPORT *by Anthony Goodwin*

When the new Peugeot 407 launched, its radically different styling set it apart from most of its rivals. From the launch of the 407, it had the “wow” factor for good looks, with the front end styling being a bit different to other competitor models available on the market. For me the 407 looks slightly aggressive, with its large oval grille. The test model I enjoyed was the 170 HDi Sport and for me the engine was great, producing 170 bhp from its 2.2 litre diesel engine. Around town it was smooth and once out on the open roads I tested it on around East Anglia it is responsive to all the demands I made of it. The ride quality is excellent even with sports suspension - it coped with all the bumps and uneven surfaces that the flat fenland roads threw up. In towns, it also dealt with the dreaded sleeping policemen with ease. This was a really comfortable car to drive on long distance runs, as well as shorter journeys. With features galore, the 407 has many items fitted as standard on this model, including half leather sports seats, cruise control with speed limiter, reverse sensors and all round electric mirrors and windows. I also found the power steering made the car light and easy to drive. As for running costs, it is in insurance group 14, servicing is at 20,000 mile intervals and fuel consumption is 46.3mpg on a combined cycle.

Our test model had many extras such as sat nav. These were all positioned in a centre console; there has been some criticism of the number of buttons on this centre console in reviews of the 407. I would not expect this to be an issue for anyone buying a 407; you soon learn where everything is. Everything is within easy reach. A pollen filter makes summer trips more bearable for those afflicted by hay fever. The leg room in the rear cabin is good and in the front the driver's seat has plenty of adjustment which suited my long legs. The steering wheel also adjusts for reach and rake.

The 407 is also a safe car with a full 5 star euro n-cap, with 9 airbags

and many other safety features such as ABS as standard across the range. As for Luggage space, there is 407 litres of space in the saloon; in the estate version this rises to 1365 litres with seats folded. There are 4 petrol and 4 diesel engines to choose from along with 5 trim levels prices start at £15,712 for the 1.8 litre petrol. This all adds up to a good value, comfortable family car with plenty of extras to keep drivers happy.



CLEANER NEW CARS SAVED FIVE MILLION TONNES OF CO2

SMMT economists have calculated that car makers saved nearly five million tonnes of CO2 in the last ten years - thanks to the development of cleaner, greener cars. Average new car CO2 has fallen by 22.6 g/km to 167.2 g/km since 1997, down by nearly 12%. That equates to current annual CO2 emissions savings approaching a million tonnes.

‘Car makers have made significant progress in cutting CO2,’ commented SMMT chief executive Christopher Macgowan. ‘Total CO2 emissions in the UK from cars have actually fallen since 1997, down 3.2 per cent from 72.2 million to 69.9 million tonnes in 2005. That’s despite a 16.5 per cent rise in cars on the road from 26.3 to 30.7 million.’

JAGUAR ENTHUSIASTS LEAP INTO THE RECORD BOOKS

Over 200 Jaguar cars gathered at Attingham Park in Shrewsbury on 24 June to set a new Guinness World Record for the longest parade of Jaguar cars. The procession, organised by local Jaguar dealer Hatfields Shrewsbury, included current and vintage models from the luxury marque, with classic E-Types and potent new XKR sports cars among the 218 vehicles in attendance.



THREE-WHEELED CLEVER VEHICLE

The CLEVER - Compact Low Emission Vehicle for Urban Transport - vehicle is a fully-enclosed tilting three-wheeler, developed as a fuel-efficient way of getting round crowded city streets. The vehicle's tilting chassis was developed at the University of Bath. It was on show at the prestigious Royal Society Summer Science Exhibition in Carlton House Terrace earlier this month.

The vehicle, which runs on compressed natural gas, is fully enclosed and has seats for the driver and a passenger.

Its strong but lightweight frame protects the driver in a crash and the vehicle has a top speed of approximately 100 kilometres an hour (about 60 mph) and an acceleration of 0-60 kph (0-40 mph) in seven seconds. At one metre wide (just over three feet), it is 0.5 metres (20 inches) narrower than a micro-car, and almost a metre narrower than a medium sized conventional car.

