

MOTERING MATTERS *by Sandie Goodwin*

STYLE GETS EVEN MORE DESIRABLE WITH PEUGEOT 207CC

Coupe Cabriolets have become more and more popular in the UK, although perhaps this summer's weather has not allowed their owners as much open top motoring as they would have liked. Peugeot's 207 CC ticks the boxes for me with sleek good looks and a roof which glides into the boot in under 30 seconds, once all the windows have been opened. The car feels rigid with the roof down and does not suffer from "shakes" even on uneven road surfaces. The only minus point of the car is the 2+2-seating as the rear seats do not offer enough space for adults in any kind of comfort. Engines available are an entry-level 1.6 with variable-valve timing (120bhp); a turbo-charged 1.6 THP (150bhp); and PSA's 110bhp 1.6 HDI diesel. All come with a five-speed manual gearbox as standard, with an optional four-speed auto for the 1.6 16v (120bhp) engine.



One of the important things for me when driving is to have all the cabin controls in an easy to use order. The 207 CC fulfils this and the central display looks good with its silver trim. When the roof is up, visibility is

still good and the headroom leaves enough space for taller drivers. There are those who would say that this car is aimed at the gurlies amongst us and that is why I would be singing its praises but there are plenty of male drivers enjoying the 207CC. Peugeot say their target market is young people as well as women, because women have an historic love of small coupe cabriolets; they also say it will appeal to couples who have more than one car, as the 207 CC offers the chance to enjoy the car with its roof down

and its strong modern image, the 45-60 year olds looking for a small 'pleasure / fun' car as an addition to a more practical choice.

The test model was in a metallic green colour which you will either love or hate – I thought it suited the car. In today's competitive market place, what is under the bonnet is not always what sells a car; the way it looks and the colours it is available in play an important factor. The 207 CC is easy to drive, with light steering.

The 207 CC is available in Sport or GT trim levels with the option of leather interiors. Prices start from £14,795. All Peugeot 207 CCs first registered in the UK and purchased from a UK Peugeot Dealer benefit from a Peugeot Two-Year unlimited mileage manufacturers warranty and a free optional One-Year of warranty provided by the Peugeot Dealer Network in the UK.

CLEANER, SAFER, BUT WEIGHTIER CARS

Tracking the evolution of a Ford Fiesta as it has developed across five generations reveals a 98% per cent cut in air quality emissions. That's just one example of a series of emission and safety improvements published in an SMMT report called The Evolution of the Car. Seven 'old v new' model pairs were compared on measures of air quality, CO₂, fuel consumption and safety features. BMW, Ford, Mercedes-Benz, MINI, Toyota, Vauxhall and VW supplied data which revealed the following headline figures:

- A modern VW Golf 1.9 litre emits 78 per cent fewer diesel particulates than a 20-year-old equivalent powered by a smaller 1.6 litre diesel engine.
- The MINI Cooper has improved fuel consumption by 24 per cent and lowered CO₂ by more than a fifth in just one generation.
- 76 modern Fiestas emit the same amount of NO_x exhaust gas as one 1976 equivalent; 71 would produce the same quantity of hydrocarbons.
- All modern variants are now fitted with ABS as standard, all offer ESP at least as an option and no car is fitted with fewer than two air bags as standard.

One of the key facts to emerge is an improvement in fuel consumption across all models, despite significant weight increases, particularly when comparing modern variants with models from the 1970s and 1980s. Christopher Macgowan, SMMT chief executive explained. 'The benefits of today's cleaner, safer cars are beyond question,

but it is important we understand that a price has been paid in terms of increased weight. Heavier cars reduce fuel efficiency and increase CO₂, demonstrating the consequences that improvements in one area of car design can have on another. This is a particularly important lesson for European regulators and policy makers.'



VW Golf 1.6D MkII (1987)

Power output 70 bhp

Particulates 0.070 g/km

NO_x 0.564 g/km

Mpg 47.3

CO₂ 143 g/km



VW Golf 1.9D MkV (2007)

Power output 103 bhp

Particulates 0.019 g/km

NO_x 0.237 g/km

Mpg 56.5

CO₂ 132 g/km