

MEDIA WATCH

LATEST NEWS COVERAGE FROM ACROSS THE UK



PEUGEOT



Powerful and agile 308 GTi

"It's the Peugeot 308 GTi 270. It's the same Peugeot Sport-fettled version of France's answer to the Ford Focus ST, SEAT Leon Cupra and other hot hatch rivals which has been on sale for the last couple of years, but with a few updates to keep it feeling fresh," writes Rowan Horncastle for *Top Gear*.

Horncastle argues that "the 308 GTi 270 is about as easy as hot hatches get."

"It's genuinely surprising how sensible 270hp can feel, that output delivered from Peugeot's familiar 1.6-litre turbocharged petrol engine. It also comes with a Torsen limited-slip differential to better allow the 308 GTi to make use of all that power"

"The new, standard 308 feels agile enough, and Peugeot Sport's chassis people have been busy making it better still. Weighing only 1,280kg (with fluids and human behind the wheel) it's very light for the class and has better power-to-weight than anything in its class."

"Its 0-62mph time is six seconds, and the 1.6 turbocharged engine is responsive, eager and even sounds pretty good."

"There are strong, big Alcon brakes and masses of grip, while the six-speed manual's stubby lever is quick through the gate, and accurate, too. The pedal spacing is also good, and the squidgy sports seats hold you in when hustling the thing in a hurry." ([Link: *Top Gear*, 6 July](#))

308 GTi has a lot going for it

"This hot Peugeot has a lot going for it," writes *What Car?*, as it reviews the new 308 GTi by Peugeot Sport.

"Peugeot Sport has had a hand in developing the car, so it gets the powerful 1.6-litre turbocharged petrol engine from the RCZ R, significantly lower suspension and uprated brakes, plus a limited-slip differential to improve traction."

"Given that most of its rivals have 2.0-litre turbocharged engines, you might think that the 308 GTi and its 1.6-litre motor would leave you feeling shortchanged. But despite its small displacement, it can kick every bit as hard (harder on paper, in fact) than the Golf GTI."

On the inside, "as you'd expect from a top-of-the-range model, the 308 GTi is garnished with plenty of extra design details and equipment. The general



layout is that of the regular 308, of course, but the subtle tweaks are worthy of a car looking to compete with upmarket rivals such as the Golf GTI."

Finally, "although it's a hot hatch, it's also worth considering the 308 GTi's competitive position on CO₂ emissions and company car tax liability. Compared with the Focus RS, Leon Cupra 300 and Golf GTI, the 308 GTi is significantly more fuel efficient and less polluting." ([Link: *What Car?* 5 July](#))

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James Parfett
Head of Communications
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This month, the facelifted 308 GTi receives many positive reviews from across the motoring press. *Top Gear* writes how driving the 308 GTi is, "about as easy as hot hatches get." Meanwhile, *Auto Express* declares it our "best hot hatch in years."

Furthermore, the All-New 308 SUV continues to impress. It proves a winner when pitted against rival SEAT Ateca by *Auto Express*, whilst *Fleet World* declares it, "one of the best cars on sale today."



PARTNER ELECTRIC L2 READY FOR ACTION

"More choice and improved charging ability is central to the Peugeot Partner Electric's update," says Dan Gilkes for *Fleet World*.

The L2 "raises load volume from 3.3m³ to 3.7m³, or 4.1m³ with the folding Extenso passenger seat.

A DC CHAdeMO port will deliver "a 50kW boost, providing an 80% battery charge in just 30 minutes. This would be enough for a delivery vehicle to recharge over a lunch break and almost double the available range over a full shift."

Meanwhile, on the road, Gilkes writes how the Partner Electric "is simple to drive; just turn the key to start the motor, select drive and move away."

([Source: *Fleet World*, July](#))

Dazzlingly plush All-New 3008 SUV

“With the All-New 3008 SUV, Peugeot has proved it still knows how to build great cars,” reports *What Car?*, as the magazine’s test team pitted the SUV against class rivals the Toyota C-HR and SEAT Ateca, and gave the All-New 3008 SUV a five-star rating. The report states that the SUV “has a dazzling array of practical touches. It looks and feels poshest inside, too, and comes with lots of modern safety aids,”

On the road, the All-New 3008 SUV’s ride “is softer” than it’s rivals. The car “floats along in a controlled fashion, soaking up undulations and sleeping policemen with aplomb. It deals with most small, sharp ruts better than the SEAT Ateca, too,” while steering “is quick and precise.”

When it comes to interior quality, the All-New 3008 SUV excels, as it has “by far the plushiest interior. Soft surfaces, classy materials and exquisite attention to detail combine with solid build quality to create an environment that wouldn’t look out of place in a much more expensive SUV.”



Equipment levels are praised too: “Every All-New 3008 SUV gets a 12.3-inch digital instrument cluster and an eight-inch colour touchscreen in the centre of the dash. Both are crisp, clear and logically laid out. Satnav, a DAB digital radio, Bluetooth, a USB socket and Apple CarPlay and Mirrorlink are all standard.”

Safety offered by the All-New 3008 SUV is also highly praised. “The All-New 3008 SUV received the maximum five stars in Euro NCAP safety tests,” and the report states that a UK spec All-New 3008 “has the edge over the Ateca.” ([Link: *What Car?*, 3 July](#))

308 GTi good value for money

“The Peugeot 308 GTi by Peugeot Sport has got to that time in its life where a trip to the cosmetic surgeon is in order. There’s a new bonnet, grille and lights, while inside there’s a crisper display for the infotainment system,” writes Alan Taylor-Jones for *Autocar*.

“Although it’s 400cc down on the majority of mid-sized hot hatches, the 308 GTi’s engine feels strong and has a pleasingly linear power delivery.”

Inside, “there’s a good spread of soft-touch plastics, and the nappa leather on the steering wheel and door pulls looks and feels classy.”

Other things to appreciate are “the reasonable fuel economy, a ride that is more comfortable than more hardcore rivals and agreeable CO₂ emissions.”

The 308 GTi has “plenty of power, lots of equipment and cheap running costs.” ([Link: *Autocar*, 5 July](#))

Irresistible All-New 3008 SUV

“Usually, when manufacturers upgrade an existing model, there will be a few minor nips and tucks here and there, new headlights, maybe a new bumper and a different grille. However, the All-New Peugeot 3008 SUV, has undergone a startling transformation,” writes the *Daily Record*.

“Striking light formations front and rear, a bold grille and air intakes, an abundance of strong character lines and a shiny black band across the tailgate beneath the raked rear screen all set it apart.”

“Materials throughout are of a high quality and fabric inserts in the dashboard and door panels are a stylish touch, while head and legroom is good.” Additionally, “at 591 litres, the boot is more than big enough for family needs.”

“A range of familiar Peugeot petrol and diesel engines is available, from 1.2 to 2.0 litres. The higher-powered 1.6-litre diesel paired with a six-speed



manual gearbox was punchy and coped easily with hauling the tribe and a full load of shopping, while a claimed 70.6mpg will help the family finances.”

“Handling is nimble for a fairly sizeable car and the body remains well controlled in bends.”

Overall, “The All-New 3008 SUV has undergone a stunning metamorphosis,” with the *Daily Record* predicting “that it’ll prove irresistible to many.”

([Link: *Daily Record*, 29 June](#))

308 GTi FINDS WINNING FORMULA



“When it comes to the new Peugeot 308 GTi by Peugeot Sport, it’s clear the French firm has stuck firmly to the philosophy of ‘if it ain’t broke, don’t fix it,’” writes James Disdale for *Auto Express*.

“Whereas most brands leave few stones unturned during a model’s mid-life refresh, Peugeot has poked around its flagship hot hatch and concluded that it’s almost perfect the way it is. Yes it’s treated it to some subtle visual tweaks in line with the rest of the 308 line-up, plus there are some infotainment upgrades and a couple of new colours, but in all other respects it’s identical to the version that made its debut in 2014.”

“At the front, a larger grille and revised headlamp design bring the 308 GTi in line with the brand’s All-New 3008 SUV, while at the rear the subtly reprofiled tail lights get a smoked finish for their lenses.”

Inside “you’ll notice the centrally mounted 9.7-inch infotainment screen has crisper looking graphics.”

“However, for keen drivers it was the 308’s connection to the road that was a big selling point – and happily this remains unchanged. Under the bonnet is the same fiery 270hp 1.6-litre turbo and same suspension set-up that does a fine job of combining sharp handling with a reasonably comfortable ride.”

Overall, Disdale writes how “it’s not hard to understand why Peugeot didn’t mess too much with its winning formula when it comes to the talented 308 GTi. Fast, fun, practical and decent value, it is the brand’s best hot hatch in years.”

([Link: *Auto Express*, 5 July](#))

308 succeeds where others fail

“Peugeot has been getting a lot of press in recent months for their new and improved 2008 and All-New 3008 SUV models. While these are important, the French manufacturer has always been known for its hatchbacks and so, four years after launch, the second-generation 308 has had a visit from the update fairy,” writes Matt Allan for *iNews*.

“A new bonnet, grille, bumper and reshaped headlights give it a pointier end and at the rear the hatchback’s triple slash “three-claw” tail lights are permanently lit to give it a distinctive rear profile.”

“Three new, or revised, engines are coming when the 308 hits showrooms in September. The 130hp 1.2-litre petrol has been reworked to make it cleaner and more efficient, and there are two new diesels – a 1.5-litre 130hp unit to replace the current 1.6-litre and a 2.0-litre 180hp in GT trim only.”



The 308 “succeeds where many modern cars fail in blending a pliant, smooth ride with excellent body control and decent levels of grip. Steering through the tiny, chunky wheel is ideally weighted and nicely natural-feeling.”

Overall, whilst facing strong competition, “there’s plenty about the smooth-riding, well-equipped Peugeot to recommend it as a genuine alternative.” [\(Link: *iNews*, 30 June\)](#)

GOOD-LOOKING ALL-NEW 3008 SUV



“When Peugeot decided to turn the 3008 into an SUV, they didn’t do things by half, and have delivered a 3008 on a new platform with an exceptionally good cabin and stylish looks,” writes *Cars UK*, as it reviews the All-New 3008 SUV.

“The 3008 range offers a wide variety of trim and engine options, but the car we have this week is the GT Line – Peugeot’s sporty-looking option – with the very good 1.2-litre three-cylinder petrol engine and a manual gearbox.”

Visually, “Peugeot has taken no chances differentiating the All-New 3008 SUV from its MPV predecessor, and in the process has created one of the better-looking SUV/crossover models in its sector.”

However, “the big party trick is the interior,” which *Cars UK* describes as “a class act.”

“The highlight is Peugeot’s latest generation i-Cockpit® with its 12.3-inch digital display, which sits behind the now familiar low-slung petite steering wheel.”

As far as the interior is concerned, “there really isn’t much at all to dislike.”

In terms of performance, *Cars UK* writes how “remarkably, for a high-riding Crossover, the All-New 3008 SUV is actually endowed with decent body control and it turns in really well, with a very gentle desire to go straight on if you try to be very exuberant. But it’s a great setup.”

Furthermore, the fact the All-New 3008 SUV “drives nicely, is decently economical and does all you could ask of it, makes it even more appealing.”

Overall, *Cars UK* writes that “Peugeot should be chuffed with what they’ve delivered.” [\(Link: *Cars UK*, 23 June\)](#)

Distinctive and comfortable All-New 5008

“Few carmakers can afford to ignore the call of the SUV, so when Peugeot’s designers sat down to design the seven-seat All-New Peugeot 5008 SUV, they clearly chose to abandon its predecessor’s MPV styling in favour of a chunkier, higher-riding design,” writes *Carbuyer* in their review of the All-New 5008 SUV.

“Power for the All-New 5008 SUV comes in the form of two petrol engines, both turbocharged – a 130hp 1.2-litre and a 165hp 1.6-litre – and three diesels.”

“Of these, the 120hp 1.6-litre diesel is the cheapest. A choice of two 2.0-litre engines – 150hp and 180hp – complete the diesel line-up.”

On the road “it’s a comfortable car first and foremost, which flatters all but the worst roads thanks to its supple and absorbent suspension.”

Inside, “just like the All-New 3008 SUV, the All-New 5008 SUV has a striking-looking dashboard featuring Peugeot’s i-Cockpit® instrument display as standard, which is really impressive.”

Carbuyer concludes, “the Peugeot All-New 5008 SUV is a distinctive seven-seater with a striking interior and a comfortable driving experience” [\(Link: *Carbuyer*, 23 June\)](#)

Fast and generously equipped 308 GTi

“The Peugeot 308 GTi by Peugeot Sport is a performance-orientated version of the standard 308 hatchback. It’ll go from 0-62mph in just six seconds, yet return almost 50mpg. It competes with the excellent Ford Focus ST and Volkswagen Golf GTi, while offering a more ‘mature’ approach to the hot-hatch experience than cars like the Honda Civic Type R and Renault’s Renaultsport Mégane,” writes *Carbuyer*.

“The turbocharged 1.6-litre petrol engine is tuned to deliver 270hp, but it can also return 47.1mpg and costs £140 a year in road tax. And its CO₂ emissions of 139g/km make it competitive for company-car drivers looking for an exciting alternative, thanks to a Benefit-in-Kind (BiK) liability of 26%.”

Visually, “Peugeot has deliberately taken a subtle approach to the 308 GTi’s styling, so there are sporty details inside and out, but the overall impression is of a car that wears its performance credentials quietly.”



On the road, “lowered and stiffened suspension makes the 308 GTi by Peugeot Sport feel agile and suitably sporty to drive, with upgraded brakes to cope with the performance that’s on offer.”

“The 308 GTi is faster on paper than either the Golf GTi or Focus ST; it’s also generously equipped. All models feature satnav, DAB radio, Bluetooth connectivity, cruise control, a reversing camera and sports seats.” [\(Link: *Carbuyer*, 5 July\)](#)

Entertaining and exciting 308 GTi

“What would you do when faced with facelifted Golf GTIs and Golf Rs that both now offer more power, a new Civic Type R that’s notched a record-breaking front-wheel drive lap time around the Nürburgring, and that trick Mégane RS?” asks *Car*, as it reviews the facelifted 308 GTi by Peugeot Sport.

The 308 GTi has been revised inside and out “but not at all under the skin.”

Whilst “Peugeot could have easily squeezed more power from the 1.6-litre turbocharged four-cylinder,” *Car* notes how “it’s already claimed to be the most powerful production engine of its size, with a rather decent 270hp on offer.”

“It needs around 3,000rpm before it gets going, but you wouldn’t know it was 400cc down on most rivals. And we like the 308 GTi’s supple suspension, sweet steering, the subtle character that isn’t overtly aggressive but is entertaining and exciting.”

The 308 GTi “more than holds its own on your favourite B-road, but then doesn’t irk you off the rest of the time. It keeps its biggest hardware



hidden until you need it, rather than being always on display like a Focus RS or Civic Type R.”

Visually, “the front bumper, bonnet and black grille are new, while the headlights and tail lights have been tweaked in line with revisions to the rest of the 308 range. There’s a sharper 9.7-inch touchscreen for the infotainment system too, complete with TomTom 3D navigation, and now a load of extra safety systems including active lane assist as well as blind-spot monitoring.”

Ultimately, “when the high-powered opposition costs around £3.5k more, there’s definitely a place for a hot hatch like this one.” ([Link: Car, 13 July](#))

PUNCHY AND REFINED 308 HATCHBACK



“If you’re not evolving in the hugely competitive family car sector, then you’re effectively going backwards. The latest upgrades to Peugeot’s 308 are designed to keep it within touching distance of the Volkswagen Golf, Vauxhall Astra and Škoda Octavia,” writes Pete Tullin for *Auto Trader*.

“The 308’s styling owes more to the understated influences of the class-leading Volkswagen Golf than more overtly styled cars such as the Honda Civic.”

“Peugeot’s efforts to move the 308’s interior upmarket, to compete with its German rivals, has been largely successful.”

Tullin explains how, inside the car, the “quality of materials is good, and the clean, uncluttered design of the dashboard makes it look quite sophisticated.”

Meanwhile, “the 470-litre boot is among the class best, officially offering more luggage space than the Volkswagen Golf.”

Tullin notes that “Peugeot has an excellent reputation for producing some strong, frugal diesel engines and the latest 1.5-litre unit is an absolute pearly. It’s a little noisy when you fire it up and first pull away, but once it’s up and running and you learn to use its strong mid-range power it’s exceptionally smooth, super-flexible and surprisingly rapid.”

In addition to that, “the 308 has a good range of trim levels to choose from, and even the entry-level model comes with air-con, electric front windows, remote locking, cruise control and a DAB radio with Bluetooth phone connection.

Overall, Tullin remarks how there is “plenty to appreciate here – not least the comfortable ride and punchy, refined engines.” ([Link: Auto Trader, 11 July](#))

One of the best cars on sale today

“Within a day or so of taking delivery of the All-New 3008 SUV, the result was patently obvious: This is one of the best cars I’ve driven in years,” writes Steve Moody for *Fleet World*, in his first review of the All-New 3008 SUV, which has been added to the magazine’s long-term test fleet.

The All-New 3008 SUV has exceeded my expectations more than almost any car I can think of in recent history, irrespective of price or brand.

For a car that costs less than £25,000 it is remarkable value for money. It looks incredibly stylish, the cabin quality is at a level no other manufacturers at this price point are operating at, and while it is not a massive car, there is plenty of space for the Moody brood. There is also a lot of equipment fitted as standard, and the addition of Apple CarPlay enhances that.

“There can be no doubt in my mind that the All-New 3008 SUV is one of the best cars on sale today. Peugeot cars have been improving for some time, but the All-New 3008 SUV proves that everyone else has some serious catching up to do.” ([Source: Fleet World, July](#))

308 GTi eager and agile

“The bumpers have been freshened up, the infotainment updated and the safety kit list bolstered, but the bits we care about have remained untouched,” writes Matt Bird in his review of the 308 GTi by Peugeot Sport for *PistonHeads*.

Bird remarks how “by and large, this is a very good thing. This is probably the lightest C-segment hot hatch around at 1,280kg (with a driver and all fluids) plus, the 308 GTi comes with 270hp, 380mm front discs and a standard Torsen limited-slip differential.”

After driving it on the test track, Bird writes how the 308 GTi “is a cracking hot hatch.”

“The weight, or lack thereof, predictably makes itself noticeable immediately. Combined with really direct steering the 308 GTi darts into every apex, eager and agile from the off. The car can keep up too, following the front end through precisely and



giving you the confidence to try a bit more entry speed the next time around.”

In comparison to the rest of its sector, Bird writes how the 308 GTi is “more fun than a Volkswagen Golf, more subtle than a Honda Civic and, well, more available than a Renault Mégane.”

Bird finishes by noting how the 308 GTi “continues to deliver an intriguing alternative to the rest, and comes highly recommended.”

([Link: PistonHeads, 8 July](#))