



PHSPORT

THE ULTIMATE
EVOLUTION



A red line graphic consisting of two parallel lines that curve upwards from the bottom left towards the top right, ending near the top center of the page.

PEUGEOT 3008 DKR " 2019 " CHASSIS C22

| FORMER **SÉBASTIEN LOEB** CAR
(3RD IN 2019 DAKAR)
| **RARE MACHINE**, NOW FOR SALE
| **COMPLETELY REVISED**



ITS HISTORY

In 2015 Peugeot started its rally-raid program, with a first version of a Buggy called 2008 DKR. Difficult beginnings immediately led to the creation of an optimized version (the 2008 DKR15+, which took a one-two finish at the 2015 China Silk Road Rally) and the start of the development of a brand-new version, this time using all the “resources” authorized by FIA regulations: the 2008 DKR16.

This much more developed car allowed Peugeot to impress at the 2015 Morocco rally (with Sainz)

but, above all, to start the 2016 season with a Dakar win. It was a season during which Peugeot continued to develop the DKR, while the marketing department saw an excellent opportunity to promote a new production model. This is why the 2008 DKR16 became, for 2017, the new 3008 DKR, thanks to a few technical tweaks but, foremost, a new body evoking the 3008 SUV. More aerodynamic, it hides a new air conditioning, developments in the upper suspension mountings and



In 2017, the 2008 DKR is transformed into the 3008 DKR, offering, in particular, a more aerodynamic body.



AT ITS FIRST APPEARANCE IN THE 2017 DAKAR, THE FRENCH MANUFACTURER SCORED AN ALMOST HISTORIC HATTRICK!



a newly-optimized engine use, in particular when tackling rally roads at altitude. Don't forget that at that time, the Dakar was still organised in South America!

A fully accomplished machine which, as soon as it appeared, made an impression with an almost historic triple win (the previous one dated back to 1990, with the 405T16 cars of Vatanen and Waldegaard, ahead of the 205T16 of Ambrosino) on the 2017 Dakar, Stéphane Peterhansel taking another victory ahead of Sébastien Loeb and Cyril Despres. Worth mentioning is the 8th place finish of Romain Dumas, a prestigious "servant" on a fourth 3008 DKR, which was in fact the test car officially entered in the 2016 Rally of Morocco, in the hands of Carlos Sainz.

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AFTER THREE WINS IN THE DAKAR, PEUGEOT PUTS AN END TO ITS OFFICIAL PROGRAM IN RALLYRAID. THE 3008 DKRS CONTINUE TO RACE WITH PRIVATEER TEAMS, NOTABLY PH SPORT.



Later that year Cyril Despres would take the 3008 DKR to the win in the Silk Way, while the 2018 edition of the Dakar would not only see the appearance of a so-called 3008 DKR "Maxi" version (benefiting from various evolutions, the most visible of which was the widening of the tracks from 2.20 m to 2.40 m), but also the victory of Carlos Sainz, after Loeb (stuck in a ditch) and

Peterhansel (mechanical issues) were hit by trouble. All three had led the race at one point. This third consecutive success on the Dakar would hand Peugeot the opportunity to put an end to its official program in rally-raid. The Peugeot 3008 DKR continued its career with privateer teams, notably PH Sport, which had acquired three 3008 DKRs.



The C22 chassis offered for sale is one of the rare authentic examples still in original condition.



ITS BIOGRAPHY *CHASSIS C22*

Based on the above, the Peugeot 3008 DKR chassis C22 we put on sale is one of only... five authentic examples still in original condition. C22 was mainly used by Sheik Khalid Al Qassimi. In its official livery he took it to the 2017 ADDC win and after that, then entered by

PH Sport, he won the 2019 Baja Abu Dhabi. He used it again during the last Dakar to date (42nd).

But it is obviously for its participation in the hands of Sébastien Loeb during the 2019 Dakar that #C22 is best known. Firstly because the nine-time rally ►

world champion wished to return to the Dakar, even as a privateer, then because there was also a profound friendship with PH Sport, then owner of the vehicle, and finally also because unlike his «team-mate» Harry Hunt, Loeb – as part of a restrictive list of top drivers drawn up by ASO – could no longer drive, as he did in

2018, the wide-track 3008 DKR Maxi. This is why the 3008 DKR C22 strictly met FIA regulations (and not the more liberal Dakar regulations), which it still does today.

One should also realise that changes made to the 3008 DKR Maxi are fully reversible. In other words, a 3008 DKR can easily go



A 3008 DKR can easily be modified from the normal version (FIA) into the Maxi version (Dakar) and vice versa.



from the normal version (FIA) and vice versa. The main changes are longer wishbones, steering rods and axle shafts, as well as larger fenders.

The vehicle is available immediately, with original documents and registration (EG-883-TC), and obviously in its «Starterre - Bardahl» 2019 Dakar livery..

2019

IN ITS PH SPORT COLOURS,
THE 3008 DKR DRIVEN BY
KHALID AL QASSIMI WON
THE 2019 BAJA ABU DHABI.

LIST OF RESULTS

I ADDC 2017
driven by Khalid AL QASSIMI (win)

I QATAR 2017
driven by Khalid AL QASSIMI (4th)

I DAKAR 2018
driven by Khalid AL QASSIMI
(6th, in Maxi version)

I BAJA DUBAI 2018
driven by Khalid AL QASSIMI (ret.)

I ADDC 2018
driven by Khalid AL QASSIMI (ret.)

I DAKAR 2019
driven by Sébastien LOEB (3rd)

I BAJA DUBAI 2019
driven by Khalid AL QASSIMI (2nd)

I ADDC 2019
driven by Khalid AL QASSIMI (2nd)

I BAJA JORDAN 2019
driven by Khalid AL QASSIMI (4th)

I BAJA ABU DHABI 2019
driven by Khalid AL QASSIMI (win)

I BAJA SHARQUIA 2019
driven by Khalid AL QASSIMI (3rd)

I BAJA DUBAI 2021
driven by Khalid AL QASSIMI (2nd)

I DAKAR 2022
driven by Khalid AL QASSIMI (42nd)

TECHNICAL INFORMATION

- | Don Foster tubular frame
- | SADEV 6-speed sequential gearbox
- | Sachs shock absorbers
- | 3.0l diesel engine of 350 hp
and 800 Nm of torque,
Garrett bi-turbo
- | Mac Laren engine management
- | Sadev differentials
- | Brembo brakes, 4 pistons callipers
at the front, 355 mm discs front
and rear
- | Sachs three-disc cerametallic clutch
- | Pankl transmission



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