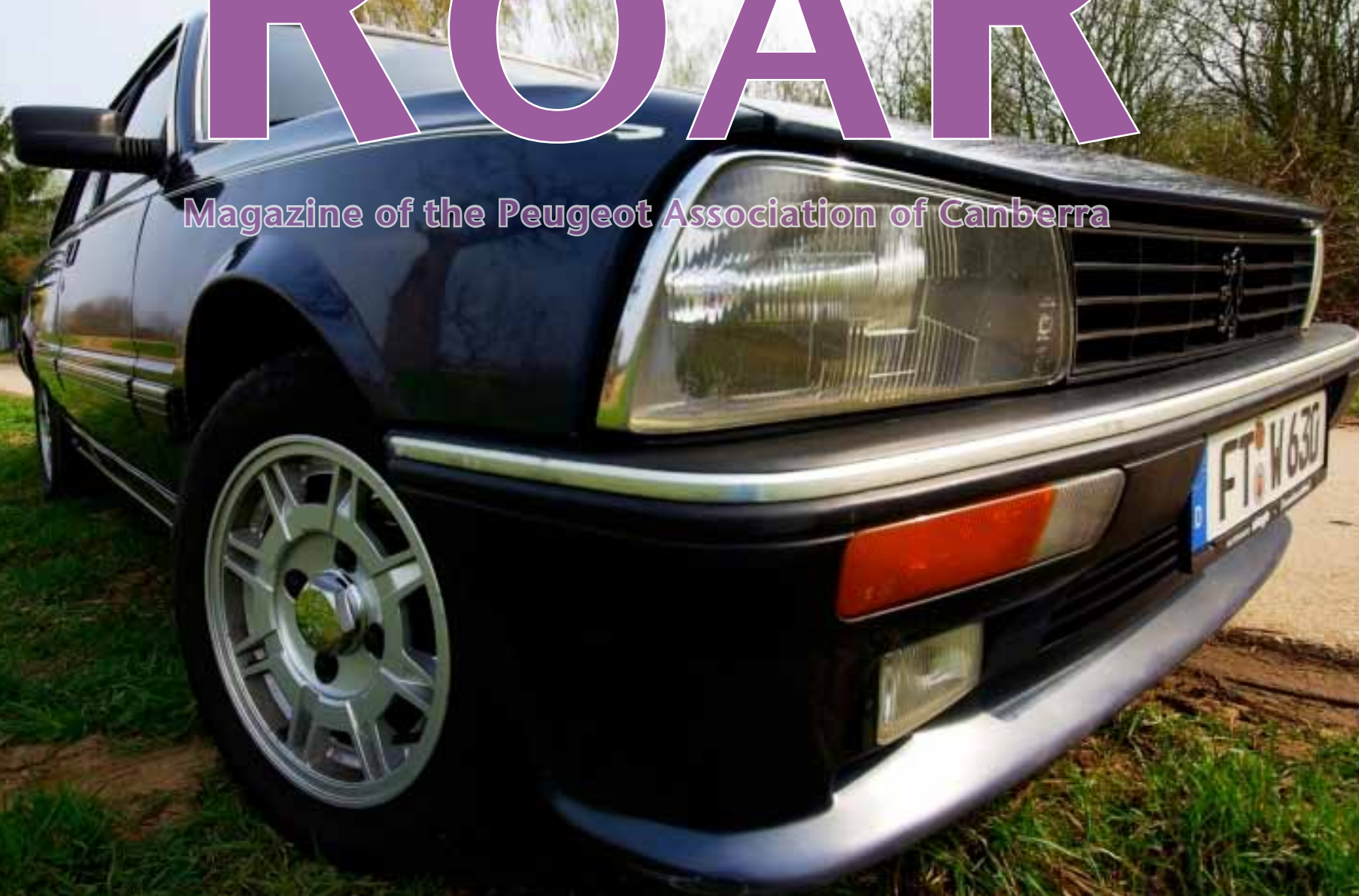


# ROAR

Magazine of the Peugeot Association of Canberra



April 2009



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### ON THE COVER

A fish eye view of a 505 GTi. Photo Flickr.

RoAR is the official journal of the  
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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Peugeot 106



Greetings all,

Last month I took a quick trip to India and the day after I arrived, the world's cheapest car, the Tata Nano, was officially launched in Mumbai.

The Nano is powered by a 2-cylinder 624 cc petrol engine coupled to a 4-speed gearbox and is said to have a top speed of 105 km/hour and 23.6 km/litre fuel efficiency. The four-door, 3.1 metre long car is also said to comfortably seat 4 adults, though I suspect not adults of my height (1.92 m).

It is referred to in India as the "1 lakh car" because it will sell for 100,000 rupees (just under US\$2,000) and 1 lakh = 100,000.

Production is set to reach 350,000 units per year when a new production plant comes on line in 2010. However, until then, supply will be very limited and potential buyers will have to submit application forms with a lottery to decide which applicants are successful.

Indian roads are already crowded with all manner of motor vehicles and the Nano will only serve to increase traffic volumes, not to mention the increased noise of already loud and overused car horns.

Sadly, in four trips to India I have never seen a Peugeot, though I gather that a number of Indian-made Tata vehicles have Peugeot or Peugeot-copy engines under the bonnet.

Unfortunately, I succumbed to the dreaded "Delhi Belly" while in India and the resultant stomach/bowel

infection has persisted, despite medication, for more than 3 weeks after my return.

A very unpleasant, but effective, weight loss program that I did not need!! Just as well I had already decided not to go to the Easter Pageant in south-east Queensland – I was simply not well enough to attend.

However, I am hoping to have made a sufficient recovery to attend our next club night – 8 pm at the Canberra Services Club on Tuesday 28 April (7 pm for those wishing to join us for dinner at the club beforehand. Hope to see you there.

Keep on Pugging,

*Brad Williams*

Brad



# 2009 COMMITTEE

## President and Club Registrar

Brad Pillans  
3/35 Lansell Circuit  
Wanniassa ACT 2903  
6231 7357, 0427 662112  
[brad.pillans@anu.edu.au](mailto:brad.pillans@anu.edu.au)

## Vice President

John Bower  
15 Stretton Crescent  
LATHAM ACT 2615  
02 6254 1906  
[jbbower@actewagl.net.au](mailto:jbbower@actewagl.net.au)

## Secretary

Rick Phillips  
36 Castleton Cres  
Gowrie 2904  
6292 5524  
[rosrick@netspeed.com.au](mailto:rosrick@netspeed.com.au)

## Treasurer

Glen Bryden  
99 Miller St  
O'Connor 2602  
6249 6835  
[gbryden@velocitynet.com.au](mailto:gbryden@velocitynet.com.au)

## Technical Officer

Bill McNamee  
15 Finlayson Pl  
Gilmore 2905  
6291 6495 0419 279 811  
fax 6291 4914  
[mcnamee@pcug.org.au](mailto:mcnamee@pcug.org.au)

## Roar Editor

Peter Rees  
PO Box 125  
Red Hill 2603  
6232 6062 0409 440 789  
[peterrees@netspeed.com.au](mailto:peterrees@netspeed.com.au)

## Production Editor

Allan Lance  
GPO Box 2677  
Canberra ACT 2601  
6162 0210 0418 856 504  
[hca@netspeed.com.au](mailto:hca@netspeed.com.au)

## Social Secretary

Colin Handley  
4 Bains Pl  
Lyneham 2602  
62488442  
[alpinesigns@ozemail.com.au](mailto:alpinesigns@ozemail.com.au)

## General Committee

Derek Flannery

Neil Sperring  
13 Hazel Smith Crescent  
Oxley ACT 2903  
62964005, 0411 155 731

# CLUB EVENTS

**28 April 2009** Club meeting, Canberra Services Club, Manuka, 8 p.m. Dinner at 7 p.m.

**17 May 2009** National Motoring Heritage Day – see <http://www.actmotorclubs.org.au/go/motoring-heritage-day>  
Picnic & Display at Chevalier College, Moss Vale Road, Burradoo. This event is open to Individuals, Council of ACT Motor Clubs Affiliates and Council of Motor Clubs Affiliates. New for this year is “Round Abouts” – explore the Southern Highlands backblocks. Enquiries - please phone 4887 7166 or email BEAC at [info@beac.org.au](mailto:info@beac.org.au)

Maybe a run to the Southern Highlands for the day could be the PAC May Activity.



Peugeot 504 Ute

## French Car Drives 2009

Here is the list of dates and proposed destinations for our drives this year. I'm looking for suggestions for August, please send me your ideas.

Sunday April 26 - Black Swan restaurant at Binalong

Sunday June 28 - Winery/cafe in Wamboin

Sunday August 23 - any suggestions?

Sunday October 25 - Winery (Jeir Creek) and cafe in Murrumbateman

Sunday December 6 - Lakeside BBQ

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra Australia  
[reno1338@hotmail.com](mailto:reno1338@hotmail.com)  
<http://www.renaultcanberra.asn.au>



61ème Rallye Lyon-Charbo Rhône 2009 | ES 9 : Marchampt - St Cyr le Chatoux | Pierre Marché - Julien Rebut - Peugeot 207 RC Photo from Flickr



# CLASSIFIEDS

## FOR SALE

504

505 1987 SL Series 2. Classic Peugeot 505, engine in great nick and running really well, 5-speed manual, power windows, power steering, reasonable interior and exterior, CD player. Make perfect first car, very tough. Bordeaux red, currently has no registration as we got a new car and didn't need it anymore, however, started first time after 6 months and running like a dream! \$1,000 or make us an offer. Contact: Chris, Mobile: 0422 188 389; Phone: 02 6161 8091



Peugeot 504 Ute

# CLASSIFIEDS

## FOR SALE

### 504 Wagon

1976 504 Family wagon. Full 12 months N.S.W. rego. (WOQ-516) \$1900. Lew Oakman, 4472 6937, or email to [elu@bigpond.com](mailto:elu@bigpond.com) for details and pictures.





# CLASSIFIEDS

## FOR SALE

### 604

604 1978 – Richard Marken's red beast.  
Auto, restored in 1998, air brushed lion on  
bonnet, Haltech fuel injection (old laptop with  
program to go with car), twin throttle bodies,  
carbon fibre trim, engine just freshened up, 5  
new tyres on Peugeot 15" mags, rego to Feb  
2010, personal plates PUG604, \$6 000 ph  
Richard 07 3286 3465 (04/09)



## Future PAC Directions

Earlier this year it was suggested at a PAC meeting that consideration be given to approaching the Renault Club to form a combined Canberra French Car Club.

The meeting agreed that closer social ties by the clubs should be pursued.

In this light, members might be interested in the following membership survey recently conducted by the Renault Owners' Club of Canberra.

### ROCC MEMBERSHIP SURVEY

A total of 21 members responded out of 28.

#### Which option do you support?

- (a) continued existence of the Renault Owners Club of Canberra as it currently exists; 9
- (b) disbandment of the club; 0
- (c) merge with Peugeot Ass. of Canberra; 5
- (d) form as a local branch of the NSW based Renault Car Club of Australia; 4
- (e) join the Renault Car Club of Victoria; 0
- (f) form a new French car club. 3

Comment: Most respondents prefer option (a) over other options. Should ROCC's continued existence not prove viable, op-

tions (c), (d) and (f) would need to be canvassed further.

#### 8. If you support option (a) above, how would you contribute to supporting the club (eg be on the club committee)?

Comment: No comments offered apart from some members stating that they are already on the Committee and one said he would like a break. One other stated he had more to offer as a contributor to newsletter items and had no computing skills to compile newsletters.

#### 9. Do you have any other comments or views that should be considered?

Some respondents offered additional comments that are summarised below:

- \* expand the brief of the club to embrace French culture, language and education;
- \* broaden the club's attractiveness to create a greater membership base;
- \* difficult to attract new members without support of National Capital Motors;
- \* monthly meetings need videos, technical talks and guest speakers;
- \* need to utilise resources, experience and knowledge of

members better;

- \* share around the Bastille Day embassy function with other committee members;
- \* smaller newsletter items could be shared via email or the website as an adjunct or replacement for the newsletter;
- \* ask owners of new Renaults how they might like to participate in the club;
- \* a French car club may have a better support base through the French Embassy, French auto clubs and incentives to travel to France through Air France and other travel agencies;
- \* consider giving every new Renault owner free membership of ROCC for a year.





# PEUGEOT PAGEANT 2009



How can they drive like that? David Bean in entertaining form at the sports event.



Tosser time: Damien Jenkins earning points for NSW in the wheel spanner throwing contest.



It will do me: Larry Trappett loves his Peugeot 407 V6 HDi that matches Bill Hamilton's V6 404 with turbos.



Photos Peter Wilson



# PEUGEOT PAGEANT 2009 - RESULTS

## Navigation Run results

1	103	Carol Wilson, navigating for Peter Wilson, QLD
2	102	Kay Marken navigating for Richard Marken QLD
3	100	Val Hall navigating for Chris Hall

Rocker Cover Racing	
1	Phil Torrode
2	Kay Marken
3	Tom Walker
an unofficial event	

## CLUB CHAMPIONSHIP POINTS AVERAGE

1	VIC	150
2	QLD	124.9
3	NSW	121.5

## DRIVING SKILLS POINTS AVERAGE

1	VIC	21.6
2	QLD	14.6
3	NSW	9.4

## driving skills trophies presented 2009

class 1	points
WILSON,Peter (Qld)	66
O'CONNOR,Max	50
FLEMING,Hec	32
class 2	
TORODE,Phil	82
HAMILTON ,Bill	73
MARKEN,Richard	59
Class 3	
SNOW,Jon	68
BENGTON,Chris	58
DONELAN,Ralph	58
Class 4	
KNIGHT,Murray	79
MCMASTER,Ean	64
COSIER, Anne	44

## wheelbrace throw

SCOTT,Nicol	1
WALKER, Tom	2
CHAMBERLAIN,Gary	3

## event 1 Blindfold

O'CONNOR,Max	1
TORODE,Phil	2
HAMILTON ,Bill	3

## event 2 Cane toads

KNIGHT,Murray	1
HAMILTON ,Bill	2
TORODE,Phil	3

## event 3 Reversing

MCMASTER,Ean	1
TORODE,Phil	2
KNIGHT,Murray	3

## event 4 Tennis Balls

SNOW,Jon	1
WILSON,Peter	2
BENGTON,Chris	3

## OVERALL DRIVING SKILLS

TORODE,Phil , 89 points	1
KNIGHT,Murray 82 points	2
HAMILTON ,Bill 73 points	3



# PEUGEOT PAGEANT 2009 - RESULTS

class	CONCOURSE STANTHORPE 2009					
	class 1					
1	1	94	JUBB,Brian	403	1960	Wagon
1	2	92	O'REGAN,Don	403	1955	Sedan
1	3	91	LISSETT,Kora	203C	1954	Sedan
	class 2					
2	1	89.5	O'CONNOR,Max	404	1969	Sedan
2	2	88	FLEMING,Hec	403	1960	Sedan
2	3	87.5	JENKINS,Ronda	404	1969	Sedan
	class 3					
3	1	100	MARKEN,Richard and Kay	504	1974	Cab
3	2	92.5	PARK ,Andrew	504	1970	Coupe
3	3	84	CHAMBERLAIN,Gary	404	1970	Sedan
	class 4					
4	1	79	de WAARD,Kerrie	505 GTD	1987	Sedan
4	2	69	CHAPPELOW,Raymond	505	1984	Sedan
4	3	67	HAMILTON ,Bill	505	1985	Sedan
	class 5					
5	1	87	BRIDGE,Keith & Hilma	405	1993	Sedan
5	2	81	SNOW,Jon	306 Gti6	1997	Hatch
5	3	74	BENGTSON,Evan & Win	405	1995	sedan
	class 6					
6	1	96	VERWOERT,Hank & Jo	406	2002	Sedan
6	2	95	BARRY,Bill	406 ST	2001	Touring
6	3	93	MCMASTER,Ean & Rhonda	406	2003	Wagon
	class 7					
7	1	96	GLADING,Wal	207	2007	Hatch
7	2	91	GAMBRILL,John	407	2005	Sedan
7	3	85	GIBSON,Val & Knight, Murray	407 HDi	2008	Sedan

## Peugeot 3008

Text: Sam Hardy / Photos: Pete Gibson  
April 2009

Rating: three stars

**T**ake a look at Peugeot's vision of future family motoring. This is the 3008, an all-new model which is said to combine the best bits of an MPV, an SUV and a hatchback.

If that sounds familiar, it's because Peugeot isn't the first to try it. Nissan's Qashqai has proved that there are plenty of buyers who want an alternative to the traditional hatch. But can the latest Lion follow in its successful footsteps?

Unlike the Qashqai, the 3008 doesn't replace a regular hatchback model. Instead, it will sit above the 308 and be priced from £16,000. With its chrome mesh grille, oversized headlights and chubby wheelarches, the newcomer certainly stands out. Inside, the dash wraps around to meet the high centre console, so while the driving position is raised, it feels cosy and car-like.

A vast windscreen and glass roof mean the cabin is light and airy. In the back, there's space for three adults, while the boot gets a triple-height floor and split tailgate. At 1,604 litres with the seats folded flat, it's big, but still smaller than the 308 SW's. However, you can't remove the rear seats, nor can you slide them back and forth.

Despite its SUV billing, the model isn't four-wheel drive. To improve all-terrain ability, there's optional Grip Control, but the new car isn't really suited to off-roading. Under the bonnet, buyers can choose from normally aspirated and turbocharged 1.6-litre petrol engines, plus 1.6 and 2.0-litre diesels. A hybrid arrives in a few years.

We drove the 1.6 HDi. It's gruff but frugal, returning 55mpg. Despite its tall stance, the car doesn't roll much and grips strongly. Ride comfort also impresses, but the brakes are mushy and the steering vague.

The fact the 3008 isn't a regular hatchback is its biggest virtue, because as an MPV or an SUV, it doesn't quite convince.

Rival: Nissan Qashqai. The Japanese crossover strikes a great balance with its chunky SUV styling, precise driving experience and well built cabin. It's not as roomy inside as the 3008, but is

keenly priced and there's a seven-seater version.

**Summary:** The 3008 is an intriguing alternative to a regular family hatchback. It offers respectable practicality with a neatly styled cabin and a well rounded driving experience. But in trying to be a jack-of-all-trades, it ends up being a master of none. It lacks the flexibility of an MPV and the off-road ability of an SUV, and isn't as spacious as estates such as Peugeot's own 308 SW. It's expensive, too. Still, the 3008 is a likeable family car and, in diesel form, won't cost owners much to run.





Price: £18,000 (est)

Engine: 1.6-litre diesel, 110bhp

Transmission: Six-speed manual, front-wheel drive

0-60mph: 12.2 seconds

Top speed: 112mph

Economy: 55.3mpg

CO2: 137g/km

Equipment: 17-inch alloys, glass roof, height-adjustable boot floor, climate control, electric windows

- On sale: November

Courtesy AutoExpress



## PSA sacks Chairman and CEO

PSA's supervisory board, chaired by Thierry Peugeot has fired chairman and CEO Christian Streiff, appointing steelmaker Corus' CEO Philippe Varin in his place from 1 June.

Peugeot said in a statement: "Given the extraordinary difficulties currently faced by the automotive industry, the supervisory board decided unanimously that a change in the senior leadership position was necessary. I am confident that under the leadership of Philippe Varin, the group will be able, with all the teams, to unlock its potential.

"Varin will begin familiarising himself with the activities of the group from 15 April 2009. Until he officially starts in June, Roland Vardanega, member of the managing board, will act as interim chairman."

Before joining Corus, Varin spent a number of years at Pechiney.

He joined Corus as chief executive in April 2003 and rapidly turned around the loss-making company before successfully orchestrating the merger with Tata Steel in March 2007 as a way for the business to participate in the consolidation of the steel industry.

He was asked to stay with the business in order to complete the integration of

the company into the new group.

Meanwhile, Streiff defended his record at the French carmaker.

He told Reuters his policies had allowed the PSA group to be "well equipped to face the crisis." He cited a cost-cutting plan, significant inventory reductions and the launch of several new models.

"The economic and financial community hailed these results. Thus I cannot understand the board's decision," he said.

But Peugeot in February posted a EUR343m (US\$460m) net loss and said it expected to stay in the red until 2010.

PSA is Europe's second largest carmaker by sales behind Volkswagen. It has faced a string of difficulties in recent months, Reuters noted.

On 11 February, it revealed unexpected losses for 2008 after outlays of nearly EUR1bn to slash stocks of unsold cars. It said it would cut inventories and limit cash burn in 2009 as the global economic crisis ravages car sales.

France's government has offered EUR3bn in loans to shore up PSA and Renault and billions more to their many suppliers to help

them weather the storm.

Streiff, previously at aircraft maker Airbus and glassmaker Saint-Gobain, became PSA's CEO in February 2007. He succeeded Jean-Martin Folz who retired after 10 years as head of the French carmaker.

Streiff was tasked with improving PSA's profit margin after years of weak results.

Last May, he was hospitalised after a health incident which was never detailed. He returned to work in July and said at the time he had completely recovered.

But question marks had remained over his health and analysts, complaining that PSA's strategy to weather the crisis was unclear, speculated that he would not be effective as CEO, the news agency noted.

Courtesy just-auto.com editorial team





## Peugeot Australia cuts

Peugeot Automobiles Australia (PAA) have announced that its public relations manager is leaving, with Mathew McAuley being made redundant.

Mr McAuley's position was one of three to be cut. PAA's Centre of Excellence manager Glenn Forster and aftersales marketing manager Derek Tomlinson were also made redundant.

PAA general manager Ken Thomas blamed the current economic conditions as the factors behind the cutbacks, which leave around 50 staff in Australia.

"I regret to advise that as a direct consequence of the tough global and local economic circumstances, Peugeot Automobiles Australia has made several operational changes to the business including the redundancy of the national public relations manager," Mr Thomas said.

Mr McAuley had served in the role since the French marque changed distributors from Inchcape to Sime Darby in October 2001. All PR matters will now be the responsibility of national marketing manager Richard Grant.

Supporting him will be events and promotions manager Mark McCartney. Mr Grant told GoAuto this week that the Centre of Excellence manager and aftersales marketing manager roles would be absorbed

into sales and marketing.

GoAuto news  
31 March 2009



## Peugeot RC Z on the way

Here's another French flier which is coming soon – Peugeot's 308 RC Z is getting closer to showrooms, too!

And Auto Express has learned more about the new model, which could do for the Lion-badged brand what the TT did for Audi.

Making its official debut at the Frankfurt Motor Show in September – two years after the original concept wowed visitors – the 308 RC Z will get the same canopy-style glass area and dramatic roofline.

Insiders say engineers have managed to overcome problems integrating heating elements into such a large expanse of rear glass, allowing all parts of the design to remain unchanged – including the trademark central 'bubble'. They've also managed to fit an internal rear view mirror, too.

As well as looking good, the RC Z will pack a mighty punch, with a range-topping version that boasts the same 218bhp 1.6-litre turbocharged petrol engine as the original concept.

The MINI Cooper JCW-derived engine should rocket the coupé from 0-60mph in seven seconds and on to 150mph. The new model will also be available with a 2.0-litre diesel engine.

To keep demand high, bosses at the firm have decided to deliberately bring only a very small number of models to the UK,

so get your order in quick – sales start in early 2010. A price tag of around £20,000 is expected.

Courtesy AutoExpress







Peugeot 201 Photo from Flickr



## Peugeot's forbidden exhibition

Peugeot has unveiled models which were never released or which were once developed but didn't 'fit' into the Peugeot range.

A car manufacturer must permanently develop new projects, that obvious ..... it is a matter of survival. Often, though, products which once seemed to correspond to a demand of the public at a certain point in time, are quickly out of date with the market and are then, simply, cancelled.

The Aventure Peugeot (the marque's museum) in France has been able to save a few prototypes from destruction once they came to the end of their development. Several were close to being developed as a 'real' car, but most of the time they seemed to be frozen in the middle of their develop-



ment. Nevertheless, they are a 'witness' of an era or of a particular style.

For those for which there is no retained full scale examples, remain drawings, blueprints, photos or even better, 1/5 scale models.

Therefore, in this unique exhibition Peugeot will highlight "secrets" from 1933 to 1996, for three categories of vehicles: private cars, sports cars and those developed for particular military markets.

As for the Peugeot Brothers motor cycle products, a four-wheel bike which has a story behind it: the 'thing' was neither a motor bike nor a motor car ..... it didn't find a place in the range in 1902.

Some folks know about the Peugeot pepper and coffee grinders but who has heard of a complete set of dental crowns made of Peugeot stainless steel, a brand name devised by Peugeot? This set was made, in the 1930s as an advertising tease.

And last but not least, Peugeot have on show the 1996 concept TULIP.

In French, tulip stands for Transport Urbain Libre Individuel et Public (self-service, public and private urban transport). Far too ad-



vanced for its time, in fact it seemed nobody was interested at the time. It may not be like that today though!

Vehicles and products exhibited: -

### Private cars

- 402 B Diesel HL50 chassis – 1936
- 104 three volume (with a boot compartment) - 1975
- 104 estate – 1975
- 504 sport coupé - 1979
- 505 cabriolet – 1982
- 505 coupé – 1984

### Sports cars

- 305 V6 rally racing – 1981
- 305 rally road version – 1981



**Military motor vehicles**

- 208A chainrail – 1933
- Jeep 4 wheel-drive VSP – 1955

**Motor bikes**

- Quadricycle – 1902

**Other products**

- dental crowns
- Urban concept car TULIP – 1996 1/5th scale models, engine, drawings, photos - 1/5th scale models of 203 and 303 - “802” V8 engine - drawings of 402 and 802 bodies - photos of “203”, army Jeep and 208A prototypes



61ème Rallye Lyon-Charbo Rhône  
2009 | ES 9 : Marchampt - St Cyr le  
Chatoux | Jean-Sébastien Vigion -  
Eric Yvernault - Peugeot 207 S2000  
Photo Flickr





61ème Rallye Lyon-Charbo Rhône 2009 | ES 9 : Marchampt - St Cyr le Chatoux | Guillaume Canivenq - Sébastien Grimal  
- Peugeot 207 S2000 Photo from Flickr