

ROAR

Magazine of the Peugeot Association of Canberra



Season's Greetings

December 2009

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ON THE COVER

Juuso Pykälistö (FIN) gets airborne in his Peugeot 206 WRC during the 2003 Swedish Rally.

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

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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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Greetings all,

Summer must be here – the air conditioning on two of our cars is non-functional and sorely missed.

In the case of the 306 HDi, the air-con still works, but the high speed fan makes a loud and unpleasant noise. "Has the car had any panel beating work, recently?" asked Bill McNamee, when he heard the noise. "Funny question to ask", I said. "Panel beaters often don't put things back together properly", explained Bill.

As it happens, the 306 was involved in a minor nose to tail collision earlier this year, so Bill's theory is not so silly. The car is booked in for servicing with Bill, this week, so we shall see.

In the case of the 505, there is a leak in the cooling system, yet to be located, and the car is overheating unless driven with the heater on – not exactly pleasant on these hot days we are experiencing.

Once upon a time, I drove cars without air-conditioning and thought nothing of it. Indeed, in the late 1970s, I drove my 404 to and from Townsville on two separate occasions. Both I and the cars must be getting old!!

On the other hand, the 404 has one of the best ventilation systems of any car I know and when cruising on the highway the car rarely became uncomfortable.

We were treated to perfect summer weather at the club Christmas BBQ earlier in the month, when we joined with the Renault and Citroen clubs at Lake Ginninderra to celebrate French cars, life, the universe and everything.

Rob Howell, from Jeir Creek winery, shared his lovely sparkling shiraz and Ros Phillips passed around her yummy home-made white Christmas, while the shadows lengthened and the temperatures cooled. What a pleasant way to end the year.....

I hope that all club members and their families



have an enjoyable and safe Christmas. Club activities will kick off again in February.

Keep on Pugging,

Brad Pillans

Brad Pillans

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CLUB EVENTS 2010

21 March

Sunday, Wheels, Lawns of Old Parliament House. Council of ACT Motor Clubs (CACTMC) hosted event for all Marques.

2-5 April

Easter Pageant, Ulverstone Tasmania

20 June

Sunday, Battle of Waterloo. Venue TBC.

18 July

All French Car Day, Sydney.

24 - 26 Sept

Oh3 weekend in the Hunter Valley.

Calendar

The 407 10,000 kms on

“Flash” Flannigan

Latest official figures show Peugeot has. Several people have asked me what is it that enables me to be so critical of the ride and handling of a particular car. My answer is nothing; it is just my interpretation of the car we now have compared to what I have owned before. It just so happens to be a Peugeot 407 Sedan.

To get the first question out of the way; when we bought the 407 it was fitted with new Michelin Energy MXV 8 tyres before we drove it away from the dealers. The tyres are 215/15R17's and they are run at 42psi all around. They were recommended to us as the Michelin tyre probably best suited to the 407 sedan.

I have also taken the liberty of talking to a few others about their “new” Peugeots. One in particular is a neighbour that has had Peugeots since they bought their first, a 404, in the late '60s. Since then they have had a 504, a 206, 207, 306, 307 and now a 308.

The long and protracted discussions we have had about this since have put forward the idea that Peugeot have dropped the ball on handling and ride in pursuit of the 5-Star safety rating. This is now being shown up in the 407. Their 307, in ride and handling, was not up to scratch when com-

pared to Peugeots they had before and it was in that time that Peugeot were chasing 5-Star safety ratings. (We are not sure but think the 307 was the first Peugeot to gain a 5-Star safety rating). They feel that the 308 handles and rides better and has gone a long way to overcoming the lack of feel in the 307. The extrapolation to this is that the 407 has suffered the same fate as the 307 and now that Peugeot have gained their 5-Star safety rating for the 407 the next generation of cars might go some way to recovering the handling and ride lost in the 407.

Just one other point, I know of at least one Peugeot owner who, after owning Peugeots for over 40 years, mostly new but some not so new, from 203 through to the 407, traded the new (well just over 5 months old) 407 in on a BMW because it wasn't like any Peugeot he had ever

driven before and did not instil confidence when he drove it.

Now if Peugeot weren't aware of the ride and handling problems with the 407 why did they put the button on the dash that when you push it in, it tightens up the suspension and gets rid of most of the “pitch and wallow” that becomes more and more evident as you drive down the road.

All that aside I have just come back from Victoria where I hired a car for almost a week, a Toyota, and, let me tell you all, I was glad to get back into the 407 for the drive from the airport home.

It is still a better car than most; just not as good as we expect a Peugeot to be.

Courtesy Peugeotmania



Peugeot HYbrid3 Evolution concept revealed

Peugeot exhibited the new HYbrid3 Evolution Concept at the 67th Milan International Cycle and Motorbike Show. The three-wheeler is a roofless version of the HYbrid3 Compressor from the 2008 Paris Motor Show. The promotional video highlights

some of its features.

The HYbrid3 Evolution Concept is powered by two electric motors located in each of the front wheels and a naturally aspirated engine at the back. The 300cc engine is good for 30kW (41hp) while the two motors generate 2x3 kW from lithium-ion batteries. A brake energy recovery system is installed. Peugeot claims an average fuel con-



sumption of 2.0 litres per 100km (141.2 mpg imp) and CO₂ emissions of 48 g/km.

The front suspension consists of wheels that incline and the suspension assemblies are on the wheel hub. The HYbrid3 Evolution

has a very low centre of gravity for its type of vehicle. It is 82cm wide and can accommodate a passenger at the rear, just like normal motorbikes.

Some exterior features include LED lights, front mud guards and rear lights with a hi-tech finish.

Peugeot rules out WRC return

Peugeot has no plans to re-enter top-level World Rally Championship (WRC) rallying while PSA stablemate Citroen competes in the sport.

The French firm last competed in the WRC as a works team in 2005, before pulling out its 307 car at the end of the season to cut costs. Citroen also withdrew at the same time, but has since returned and continued its domination of the sport with driver Sebastien Loeb.

Speaking to Autocar, a Peugeot source said the firm would never consider returning to the WRC while Citroen was still competing as it would lead to a conflict of interest within PSA.

"We cannot compete against Citroen in WRC," said the source.

Peugeot UK has entered a 207 in this year's Intercon-



tinental Rally Challenge (IRC) and driver Kris Meeke took the title with a round to spare. The team has remained committed to the IRC for next year and Peugeot remains a big supporter of national rallying.

It made its WRC comeback in 1999 with the 206, having originally pulled out at the end of 1986 when Group B cars were banned. Marcus

Gronholm helped the team claim the drivers' and manufacturers' titles in its first full year in 2000 and Peugeot retained the constructors' title in 2001 and again in 2002, with Gronholm taking another drivers' title in 2002.

autocar.co.uk

Peugeot to be Mitsubishi Motors' top shareholder

French automaker PSA Peugeot Citroen is in the final stages of talks with Mitsubishi Motors to become the top shareholder of the struggling Japanese carmaker, a report said Thursday.

Mitsubishi would likely issue 200-300 billion yen (2.3-3.4 billion dollars) in new shares, giving Peugeot a 30-50 percent stake, the Nikkei economic daily said, without citing its sources.

The deal would give Mitsubishi a cash injection while Peugeot would tap Mitsubishi's expertise in electric vehicles and its network in emerging countries, it said.

The move would effectively place Mitsubishi under Peugeot's control but Mitsubishi may also take an equity stake in Peugeot, the paper said.

It would create the world's sixth-largest automobile alliance with combined

sales of roughly 4.45 million vehicles in 2008, behind Ford Motor of the United States but ahead of Hyundai Motor of South Korea, it said.

Peugeot Citroen ranked eighth and Mitsubishi 15th in terms of global sales of new vehicles in 2008, it said.

If the deal goes through, it would be the first investment in a major Japanese automaker by an overseas rival since France's Renault took a stake in Nissan in 1999.

No immediate comment was available from Mitsubishi on the report.



The hot hatch that saved Peugeot

As we mourn the demise of Peugeot's much-loved GTi series, Jon Poolman pays tribute to the model that began the series 25 years ago.

Peugeot Twenty-five years ago, Peugeot was a well-established company, building worth cars. These were sold to a knowing clientele, who valued the cars' robustness, practicality and good road manners. However, there were plenty of other manufacturers building fine and often better-equipped cars.

Peugeot was not competitive and needed something good and fast if the company was not to become a footnote in automotive history.

In the 205, it got both, though, by rights, the model should probably have been the 105, given its size and the fact that it was produced essentially only in hatch-back form.

Although it replaced effectively the 104, the 205 acquired the two-oh nomenclature, apparently to preserve the link with Peugeot's first front-wheel-drive car, which had appeared two decades earlier.

The 205 began life in 1977 as the M24 project [when Peugeot strained its resources with the purchase of Chrysler Europe] and, after delays in setting up production at Mulhouse, was launched eventually in February 1983.

The design was that of Gérard Walter

and his in-house styling specialists. It appeared quickly in right hand drive form, the first examples coinciding with the appearance of the new "A" prefix.

The four door GL and GR were powered by heavily slanted 1,124 and 1,360 cc engines previously used in the 104, with the diesel equivalents sharing a 1,769 cc unit.

The diesel version helped to redefine the



diesel car, particularly at the small end of the market. Compared with many other diesels then available, it was refined, but the car was endowed with excellent performance while return-

ing consumption figures of over 50 mpg (better than 4.7 litres/100 km).

Possibly as a result, it quickly became popular with the farming community, where the 205's reliance on Peugeot's traditional robustness and reliability won it many friends.

The car was endowed with plenty of interior space and a practical boot through use of the flat rear suspension first seen on the 305 estate.

The first two-door to appear, in February 1984, was the GTi 1.6, which became the *GTi* at a time when the VW Golf, which had defined the type, was replaced by a larger, heavier and slower car.

The combination of sharp handling, low weight and instant response from the original 78 kW engine, mated to a smooth close-ratio gearbox, rapidly made the 205 GTi the darling of the motoring press.

It was an excellent, very reasonably priced package in the UK, with a near perfect

combination of performance, comfort and practicality.

No surprisingly, it sold like mad and quickly established itself as a classic. A less

overtly sporting form, the GT came in four-door form with a 1,360cc engine. Later that year, other two-door variants appeared, bearing the X designation in place of the G of the four-door cars.

Also in 1984, Peugeot launched its assault on the World Rally Championship Group B, with the 205 T-16, contesting five rallies in the season. Beyond the model number and a superficial resemblance, the T-16 had little in common with the 205. It was designed as part of project M24, but was mid-engined with a permanent four wheel drive system.

The 205 range continued to expand, with the introduction of a van which was particularly popular in its diesel form, and numerous limited editions based generally the more sporting models – including the Lacoste and Roland Garros versions. At the other end of the range, the 945cc engined models were the GE and XE entry level models, joined by the denim trimmed Junior aimed at the young.

The GTi version expanded with the introduction of the 1.9-litre version in 1986, several conversions to the 1.6-litre model having been available previously from spe-

cialists.

The same year also saw the introduction of the cabriolet, in 1.6-litre form and later with Junior power (the CJ). Apart from minor cosmetic changes, the exterior design of the 205 changed little during its production run and the only signif-



icant change to the structure was a remodelling of the front end.

The interior was lightly redesigned soon after the model's introduction, not necessarily for the better, as the one-piece dashboard mould-

ing was replaced by several separate components. The mechanical side was revised in 1987 with the replacement of the slanted engines in several variants by a revised series of upright units.

Special versions continued to appear to fill niches in the market, from the luxurious Gentry at the top of the range, essentially an automatic GTi 1.9 with electric everything, full leather upholstery and carpeting throughout, to the more basic Inca towards the end of the right-handdrive production.

Peugeot also resurrected the Sceptre name, which it had acquired with its takeover of Chrysler Europe, for a slightly plusher version.

Mechanically, the 205 became available with power-assisted steering, which helped to clutter an already full engine bay and, while desirable, was not really necessary in a car of the 205's size and weight, even in diesel form.

The diesel acquired a turbo-charger which, at the cost of a slight increase in fuel consumption, produced something of a wolf in sheep's clothing, with turbodiesel versions of the GTi were produced initially in D turbo and later in STD form.

Although right-hand-drive production stopped in the mid-1990s, the model continued to be available in left-hand drive form until the end of the decade, when it was replaced finally by the 206, the 106 having failed to

make its mark as a successor.

The last 205s were well-equipped, with plush seat fabrics, electric front windows and tinted glass all around.

Despite the rally success of the T-16, which helped sales of the 205 and the classic status of the GTi, it was the more mundane versions of the model which sold in

huge numbers across Europe and made Peugeot a genuine mass-market producer.

The car undoubtedly saved the company, albeit at the expense of the individuality which Peugeots had previously exhibited. Perhaps in recognition of the model's place in the company's history and success, in its home market a

version appeared called the "Sacre Numero". Certainly, it merited the title.

The 205 is a straightforward design, with little susceptibility to corrosion (although leaks, particularly in the boot, are not uncommon) and no real weak points. The rear suspension is difficult and expensive to repair or replace if corrosion sets in, but the number of 205s still on the road is testament to the excellent original design.

Not surprisingly, given the emphasis on interior space in a small platform, underbonnet access is limited, particularly on cars with injection systems and power assisted steering, and many jobs are best left to experts unless one is keen on stripped knuckles and lost components. Happily the 205 is a robust design, rendering little access necessary as a rule.

The GTi is a genuinely practical classic and in Club Peugeot UK the number of them on the 205 register is out of proportion to their place in 205 production. Not surprisingly, the more mundane versions are absent, though some are on the road. In years to come, these may be the rarest.

From the Peugeotist.

Jonathon Poolman, who runs the UK 205 register, wrote this report for an earlier anniversary of the 205.

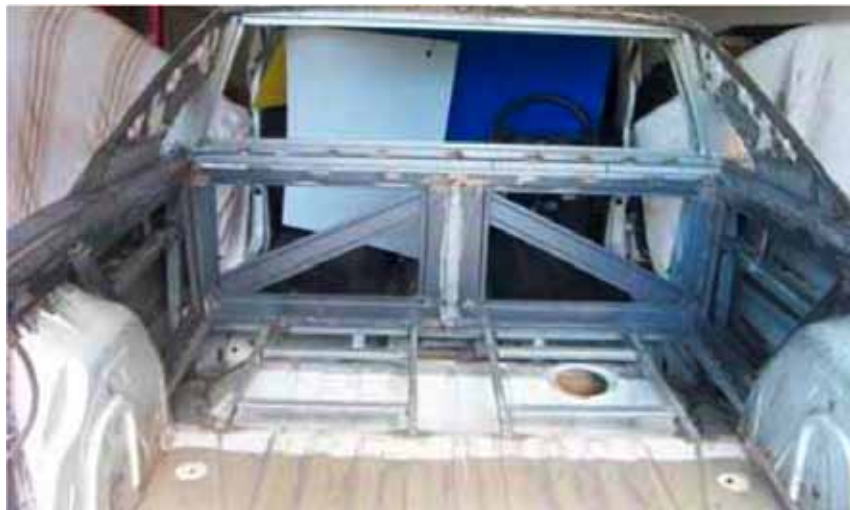


Project 605 Ute

– Part 4

Following in the footsteps of the Aussies who created the 203 Aussie ute from 203 panel vans Richard Marken in Brisbane is creating a ute from a 605 sedan. Here is part three from the August issue of Peugeotmania.

In my infinite wisdom I decided not to use aluminium plate for the rear cabin bulkhead and instead used the left over 1.5mm formed strips from the side panel frames. It took forever to weld them into panels then notch and clean up ready to weld in place as a rear bulkhead. The positive is that it is extremely strong and used up material that would have ended up as scrap, but it was a bloody pain to weld in place and grind up.



With the rest of the side panel frame work in place it was time to attack the tailgate. This I am making up from the rear section of the boot lid and the rear boot lip panel that was cut out between the taillights and down to the boot floor. Confused? Read on, it gets better!

Having trimmed up the two parts of the tailgate, ie what's left of the boot lid and the previously removed rear panel section, they were then clamped into position and the two sections welded together. This retained the rear view of the sedan.

Before bracing and plating the tailgate I made up a set of hinges. I made my own set

of hinges so I would be able to set them so that when the tailgate was down, the floor and tailgate would be on the same level.

I made the hinges on the ute body adjustable and the ones on the tailgate fixed.



I should have made them both adjustable, it would have made lining things up a lot easier. Still, it's marvellous what you can do with a little heat and a bloody big hammer.

With the hinges sorted out and bracing





welded into the tailgate I formed up a continuation of the combing rail profile to run around the top of the inside tailgate. This provided added strength and a recess for the ute cover to sit in when I make it up.

Next job were the stays to hold the tailgate level when down. A quick trip to the local wrecker and a pair of stays off a Rodeo ute looked just right. A day later, with much lathe work and welding and I had a tailgate that opened and shut, but the top mounts for the stay arms were a little flexy.

Judicious use of 1.5mm boxing and a reinforced floor plate behind the tail light mounts and I was able to stand on the edge of the tailgate with no flex in the mounts.

Since the rear bumper bar is split into two sections the number plate bracket and lights had to be built into the lower part

of the tailgate. This was easily fabricated using 1mm thick zinc steel.

The latches I am using are modified 405/605 bonnet latches, one on each side above the tail lights. The strikers I manufactured myself and are welded directly onto the tailgate. The rear bumper which is now in two sections, three if you count the small cover strip under the tailgate, will be made up from two bumper bars; I acquired the second one

from Goodwins in Cessnock.

These require a huge amount of work, cutting and shutting, welding, pop riveting, puttying and finally sanding to make them look like they belong. I have almost finished one side and am part way there on the other.

I ceased work on the bumper bars when my 6mm aluminium tread plate arrived, the stuff is made here in Qld, but I had

to buy it from NSW. Go figure that.

Of course the sizes available meant that I had to cut two plates to cover the floor and I had to buy two sheets to have enough for the tailgate as well, what the heck, it is only about \$500 a sheet, hang on while I throw the cat another goldfish.

Prior to cutting the floor panels I made up cardboard templates which I also marked out with the drilling pattern for the screws to hold down the floor plates. This made it a lot easier to cut and drill the plates and then use the predrilled floor plates as templates to drill the sub-floor and framework.

To hold the floor down I have used what are called "nut serts", these are a





prethreaded rivet that you insert into a hole and expand and lock into place with a spe-

cial tool. This is an invaluable tool to have if you are restoring or building a car. Mind you, inserting 120 odd of these and



then screwing them down to the floor with 120 stainless steel screws certainly makes you feel odd!

One of those head down bum up boring jobs. And there is always one that doesn't line up properly and you have to take





When it comes back from testing, I will be putting up the body in preparation for painting. Then I will only have to put it back together. Hope I remember where all the bits came from.



them all back out to fix that one. Bugger!

Well, that's it for now, the ute is ready to be tested again, the windows are being made and I should get the bumpers finished next week.

Almost forgot, I have to make up some trim panels for the inside of the cabin and sides of the tray. Still a bit to do!



Peugeot Pageant – Ulverstone Tasmania – Easter 2010

The French Car Club of Tasmania will host the 2010 annual Easter Pageant.

The planned agenda for the weekend can be found below, bear in mind that some items are still subject to change.

Good Friday:

Afternoon – Registrations – Surf Club

Evening – Seafood BBQ function, with official opening and welcome at the Surf Club.

Easter Saturday:

Morning- Midday – Show and Shine with lunch – Bicentennial Park.

Midday – Late afternoon – Driving skills There are plenty of local attractions for those not involved (including children) in Ulverstone, within easy walking distance.

Evening – Full three course buffet with live band.

Easter Sunday:

Morning – Treasure Hunt/Cryptic Tour to inland landmarks

Afternoon – Picnic lunch (Scenic Spot), return to Base

Evening – three course formal dinner

Easter Monday: Morning buffet breakfast to wrap up the weekend's activities.

Registration Fees (includes all itinerary items)

Adults: \$160, if paid by Jan 31

Children under 12: \$80

For more information, registration forms, discounted Spirit of Tasmania rates and available accommodation see our website www.pug.hopto.org/pageant2010

or contact the French Car Club of Tasmania on 0407 322 820, email

marijke.addison@bigpond.com.

We look forward to presenting our wonderful island state to you in 2010!

Peugeot Association of Canberra Minutes of General Meeting 8pm 24 November 2009 Canberra Services Club Manuka ACT

Persons present

Rick Phillips (Chair and minutes)
Ross Stevens
Bill McNamee
Neil Sperring
Glen Bryden
Derek Flannery
Daniel Fowler

Apologies

Ian Hughes
Brad Pillans

Previous minutes

The minutes of the AGM on 27 October 2009 were accepted.

Inwards correspondence

Nil.

Christmas function

Rick reminded the meeting of the arrangements

for the Christmas function this year. ie. 6pm on 6 December at Lake Ginninderra.

Delegates to the Council of ACT Motor Clubs

In order for Ross Stevens and Neil Sperring to be involved in the Council of ACT Motor Clubs representing PAC they must be appointed as delegates by the club.

It was proposed by Bill, seconded by Rick that Ross Stevens and Neil Sperring be appointed by the PAC as Club delegates to the Council of ACT Motor Clubs. Carried.

Council of ACT Motor Club matters

Neil advised that we are required to send a complete list of Concessional Registration Scheme (CRS) vehicles to the Council by 30 November 2009. Neil will send an email to Brad Pillans to see if he can prepare the required information.

Neil flagged that some changes are being considered to the CRS.

Wheels 2010

Neil advised that Wheels next year would be held on 21 March 2010 on the lawns of Old Parliament House.