

# ROAR

Magazine of the Peugeot Association of Canberra



May 2009

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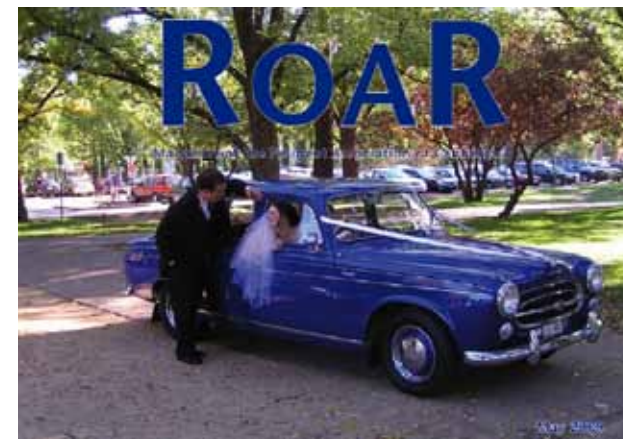
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### ON THE COVER

Club stalwart Colin Handley's 403 at his nephew's wedding. 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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Colin Handley's Peugeot 403





**G**reetings all,

Peugeot has a proud record in motorsport, though success in recent years has been patchy. For example, after finishing second to Citroën in the manufacturers standings of the World Rally Championship in 2005, Peugeot withdrew from the event and has not returned.

Since then, the WRC has become less and less interesting with only two manufacturers contesting the 2009 series – Citroën (Sebastien Loeb has won all 5 races this year) and Ford.

However, Peugeot has not abandoned motorsport – far from it. Three Peugeot 908 HDi cars will be entered in the Le Mans 24-hour race in June and another 908 has been made available for an independent team, Pescarolo Sport.

Australian David Brabham will again drive for Peugeot. Although Peugeot has won the Le

Mans Series for the past two years, it has not won the Le Mans race itself. Thus, in 2009, Peugeot is strongly focused on winning at Le Mans. Let's hope they do it!

In another development, a new international rally competition has materialised – the Intercontinental Rally Challenge, featuring several manufacturers including Peugeot, Abarth (Fiat), Honda, Volkswagen, Skoda, Ralliart (Mitsubishi) and Proton.

The inaugural series (then named the International Rally Challenge), held in 2006, was won by Abarth, but Peugeot won in 2007 and 2008. After four of twelve rounds in 2009, Peugeot is again the clear leader, with the 207 Super 2000 continuing to be a winning car.

According to Wikipedia, the Intercontinental Rally Challenge is a series organised by the FIA, aiming to “give new opportunities to young or amateur rally drivers competing in recognised regional and international rallies, while offering organisers an innovative TV format concept, created by Eurosport.”

The series focuses on Group N and Group A spec cars up to 2000cc (including Super 2000, R2 and R3).

A different kind of motorsport event will be held here in Canberra on Sunday 21 June – the annual Battle of Waterloo event on the lawns opposite Old Parliament House. With victory very much dependent on numbers, all club members are encouraged to boost

the ranks of the French forces as they strive to overcome the British “enemy”.

As in past years, Napoleon will lead the French into battle. There will also be the other usual attractions including BBQ, coffee cart, Wellington Boot throwing and prizes for best cars etc.

Our next club meeting will be held at the Canberra Services Club on Tuesday 26 May, at 8 pm, with dinner and drinks from 7 pm. Why not come along and join us for an easy-going night at one of Canberra's iconic clubs?

Keep on Pugging,

Brad



# 2009 COMMITTEE

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# CLUB EVENTS

- 26 May 2009 Club meeting, Canberra Services Club, Manuka, 8 p.m. Dinner at 7 p.m.
- 21 June Battle of Waterloo, lawns opposite Old Parliament House, near Treasury, from 10 a.m.
- 28 June French Car Drive, Winery/café Wamboin.
- 23 August French Car Drive, Goulburn historic steamworks and brewery.
- 25 October French Car Drive, Jeir Creek Winery, Murrumbateman.
- 6 December French Car Drive, Lakeside BBQ.

Colin Handley's Peugeot 403



## 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 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

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# 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

go to an enthusiast, and not end up as scrap.

On the RedBook site, the vehicle is valued at around \$2300.00. I was hoping to get somewhere near this price. Nigel  
Butler 0407 611937

### 404 Wagon

1970 Peugeot 404 Wagon. In the family since new, it has done 77,000 miles. For the past few years the vehicle has sat under cover and has not been used, essentially mothballed. Just before it was mothballed the brakes and the exhaust were replaced. The body is straight, and overall it is in good condition.

I had plans to repaint the vehicle when I was 16, but unfortunately 22 years later it still hasn't happened. I would like the vehicle to





# 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)



## One happy customer

The accompanying photo shows the lengths some owners have to go to when the car heater fails, particularly in the early days of spring in Paris.

Fortunately, in this case Jules from Berkshire in England was able to find an article on repairing 405 heater cores written by our own Bill McNamee and posted on the club's website.

Jules emailed the editor to pass on her thanks to Bill for the information which enabled her to stay warm in her car without having to continue standing over a portable heater.

Jules joins a long list of appreciative 405 owners from around the world who have used the information in the article to do what Bill describes as “an awful job quickly and predictably”.

By using Bill's method, the time taken to replace the heater core is less than half that required if you rely on the Haynes workshop manual.

Jules agrees, saying the method makes “an otherwise completely un-financially-viable job on an otherwise excellent car, practical”.

At the time of writing, Jules was touring Europe in her “faithful” 405 wagon, which has served her well with 202,000 miles on the odometer.





## Peugeot to give new face to i-MiEV

Jamie Fretwell  
May 2009

Peugeot are to jump on the electric bandwagon, by rebadging the i-MiEV by Mitsubishi.

The two manufacturers have had an agreement since June 2008 to work together on electric cars, but nothing had been made official until now. The partnership will mean you can see the prancing Peugeot lion logo sitting on the nose of the Japanese i MiEV fairly soon in Europe.

It will save Peugeot waiting to develop the technology which has proved increasingly popular.

The UK road tax scheme favours those using eco-friendly cars, but until now the french carmaker had no green badge. Depending on the popularity and success of the rebadged i-MiEV, that could all change.

With an identical body to the Japanese micro car, the French make plan to build upon the electric motor, which runs off lithium-ion batteries under the seats.

Peugeot Société Anonyme will now have a readily-developed electric vehicle to have at showrooms, and hopes are that they could sell 10,000 MiEVs in 2011, doubling Mistubishi's expected production

figures.

Prices will probably be the same as the Mitsubishi, which will remain in Japan.  
Courtesy AutoExpress







## PSA Group Q1 revenues fall 25%

22 April 2009

Revenues at PSA Peugeot Citroën dropped 24.9% in the first quarter of this year line with falling sales in global markets and efforts to reduce excess vehicle stocks.

The automaker said it achieved a 21.4% reduction in inventories vs Q1, 2008. Market share in western Europe was 13.8% and it claimed leadership in low emission cars and light commercial vehicles.

"First quarter revenues illustrate, as expected, the full extent of the crisis being experienced by the automotive industry worldwide," PSA said in a statement.

Automobile revenue dipped 23% to EUR8.7bn, parts unit Faurecia was off 38.1% to just over EUR2bn, Gefco was down 28.2% to EUR664m and Banque PSA Finance fell 11.8% to EUR462m.

Total group revenue was down 24.9% to EUR10.97bn.

PSA is maintaining its forecast of a 20% fall in sales across Europe in 2009.

"While the various European incentive programmes have had a beneficial impact on sales, notably in France and in

Germany, the overall outlook remains volatile with limited visibility at this stage in the year."

It will need about EUR4bn of new funding in 2009 and in February obtained a EUR3bn loan from the French government plus EUR400m from the European Investment Bank. This, PSA said today, would "satisfy a significant share of this funding requirement".



Also in February, PSA Peugeot Citroën said it expected 2009 to be a loss making year and to incur negative free cash flow.

"This expectation remains unchanged," it

said today. "The change in the payment terms to suppliers has had a negative impact on free cash flow, but this has been partially offset by the benefits of the Cash 2009 programme to reduce inventory levels.

"In this context, CAP 2010 and CASH 2009 remain a priority and further inventory reduction will be pursued in the second quarter."

The 23% drop in automotive revenues of 23% to EUR8.68bn in Q1 09 was due mainly to the decline in volumes given the weak markets and inventory reduction in the dealer network.

Q1 09 revenues for new cars declined by 27.4%, negatively impacted by a 24.9% fall in volumes, the change in segment mix to smaller, less expensive vehicles of 2.5% and a negative foreign exchange impact of 2.2% which was partially offset by a positive country mix of 1.1%.

Markets in western Europe dropped 18.5% overall, although government scrappage incentives in several European countries did bring some relief.

The most favourable impact was in Germany where the scrappage incentive led to a sharp increase of 15% in demand, de-



spite the weak underlying macro economic environment.

In France, the incentive scheme limited the market decline to 7.3%. All other European countries recorded significant falls with Italy down 19.9%, Spain collapsing by 44.1% and the UK dropping 31.5%.

PSA said it benefited from its strong line of low consumption, low emission smaller cars.

In Germany, the Group's market share rose from 5.7% to 6% and in France from 32.6% to 33.3%.

But, here in the UK, to reduce the negative currency impact on sales, the group recorded a 35.7% decline in registrations.

Group market share in western Europe overall was maintained at 13.8% in the first quarter compared to all of 2008.

PSA also claimed leadership in light



commercial vehicles with a 3 point increase in market share to 22.4%.

Central and Oriental European markets declined 38.5% overall but PSA gained 1.2 points of market share to 8.2% due to an improving presence in Turkey.

Russia, however, "collapsed" 40.3% in the first quarter. Nonetheless, PSA booked a 26.6% increase in registrations, and more than doubled market share to 3.4% due to increased market penetration by the Peugeot brand and

the launch of a Citroën subsidiary.

A contrasting first quarter was experienced in Latin America with the market down 11% overall. Sales in Brazil improved by 3.9% but Argentina was down 13% and Mexico by 23%.

China "returned to positive territory in Q1" and PSA recorded growth of 14.5%, noting that the group "continued to struggle in the face of stiff competition with registrations down by 3.5%".

CKD kit sales rose 40% to 93 000 after a strong March versus the same month in 2008.

Parts maker Faurecia's revenues fell 38.1% in Q1 to EUR2.008m due to the extensive production cuts at carmakers.

Gefco revenues fell 28.2% to EUR664m as the economic slowdown reduced the logistics needs across its customer network. Revenues declined in line with its customers' markets,

down 25-30% for automotive and 10-15% for other industries. Revenues were also negatively impacted by adverse foreign exchange variations.

Banque PSA Finance revenues declined 11.8% to EUR462m. The bank continued to reinforce its commercial performance and increased its penetration rate 3.6 points to 28.3%.

Courtesy just-auto.com editorial team



## Peugeot Partner Tepee

Darren Wilson  
March 2009

Revenues at PSA Peugeot Citroen dropped 24.9% in the first quarter of this year. Sometimes you have to hold your hands up and say “I was wrong!”. Three months ago, road test editor Chris Thorp introduced me to Peugeot’s Partner Tepee. He’d been hugely impressed by the budget MPV, and told me: “It’s great. Your kids will love it!”

I was far from convinced. Having spent a year with the firm’s smart 207 SW, the boxy van-shaped model looked more suitable for selling ice creams than transporting my family!

Well, it took about two weeks to get over the van prejudice, and another month to fall for the Tepee’s pure versatility. Our Outdoor model came with a host of optional extras, including the £550 Zenith Roof storage system. This gives you four glass ceiling panels and an overhead cubby that looks as if it came out of a Boeing 747.

My sons love being in control of their own ventilation and lighting, and the large sliding doors are also a hit. They make it easy to get in and out, especially in ever decreasing supermarket parking bays! All

these features, plus the numerous hidden cubbyholes, are fun, and help lift the Peugeot away from its commercial vehicle image. One word of advice, though. The doors are heavy, especially if the car is parked facing downhill. My four-year-old was able to open the door enough to get his fingers inside, but couldn’t stop it sliding back on them. Ouch!

There are no such dangers inside, as the remote central and child locking secures



everyone safely. In fact, everything is very well thought out once you’re behind the wheel. The massive wing mirrors put those in the average

changing room to shame, and combine with the large rear view mirror for superb visibility all-round. This is important because the Tepee is wide. Much wider than the 207 SW – something my wife complains about when she’s trying to negotiate narrow city streets.

Squeezing into tight spaces would also be an issue without the rear parking aid (£220), while another extra I would recommend is the optional removable rear seats (£280). The three chairs are surprisingly light, so removing or replacing them is more straightforward than in many larger MPVs.

When you’ve taken them out, you get a true idea of the sheer amount of load space on offer. It’s at this point that friends and neighbours start to become a little jealous. All of a sudden, they stop asking for “two 99s and a cider lolly” and gaze enviously at the room the Peugeot has for moving stuff about

instead.

The Tepee has turned into the Partner van again, and you wouldn’t believe how use-

ful it is. Over the past month, I have collected furniture, carried a ladder and shifted whole rooms full of junk while redecorating my house. Yet you don't have to remove the seats to take advantage of the mammoth boot. It's such a pleasure to visit family for the weekend without having to carefully pack the car first. And the weekly shop now seems smaller, if no less expensive!

Even when fully loaded, the Tepee feels good to drive. It's surprisingly sharp about town, and corners smoothly despite its height. The 1.6-litre diesel won't get you anywhere fast, but it's incredibly efficient, especially on motorways, where the cruise control comes into its own. If 0-60mph times or sleek lines are your thing,

give the Partner Tepee a wide berth. But if you need something shifting, there's no longer any need to call the man with a van!

Courtesy AutoExpress



## Peugeot RD concept car full scale model revealed in Shanghai

22 April 2009

The Peugeot RD concept design of 27 year old Carlos Arturo Torres Tovar is now on exhibition as a full-size model at the 2009 Auto Shanghai in China.

The Colombian has just graduated from the National University of Colombia where he studied Industrial Design.

His concept car was the winning project in Peugeot's 5th Annual Design Competition which saw prospects from 95 different nationalities submit over 2,500 projects.

The theme for the contest was "Imagine the Peugeot of the Worldwide Megalopolis of tomorrow" which in essence asked them to picture the transportation needs of future megacities and design a vehicle to satisfy them.

What sold the RD concept for Peugeot and the selected jury was its high road-holding ability with ease of use in congested traffic, the environmentally friendly electric motor and the 3-wheeler's driving sensation of a sedan.

It also features panoramic all-around visibility and head-up display. Peugeot has been building this show unit since October 2008.

On top of seeing his design come to life in a 1:1 scale, the winner also takes home a cheque for 10,000 euros and an Xbox 360 game console.

Twenty nine short-listed entries also received certain prizes.





## **Battle of Waterloo**

**The Battle of Waterloo will be held on Sunday 21 June from 10am to 3pm on the lawns of Old Parliament House (near Treasury).**

**It will be a static display of French and British cars. We have also invited the Canberra Classic Cycles Club to display French and British bicycles.**

**So please bring your French bicycle to add to the display, as well as your car. Coffee and BBQ lunch available, lucky door prizes.**

**Lisa Molvig  
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## Peugeot Association of Canberra

### Minutes of Meeting

8pm 28 April 2009

### Canberra Services Club Manuka

### ACT

#### Persons present

Brad Pillans (Chair)  
Derek Flannery  
Ian Brock  
Colin Handley  
Rick Phillips (minutes)

#### Apologies

Glen Bryden  
Allan Lance

The meeting was preceded by dinner at the Services Club.

#### Minutes of previous meeting

The minutes of the meeting held on 3 March 2009 were accepted.

#### Treasurer's report

Glen sent an apology and forwarded copies of magazines from Peugeot car clubs in other states for review at the meeting.

#### Battle of Waterloo

The Renault Car Club has advised that

the Battle of Waterloo will be held this year on 21 June on the lawns opposite Old Parliament House.

The PAC agreed to arrange the barbecue. Rick said that a roster would be required to ensure enough people were available to run the barbecue.

#### Bastille Dinner

Suggestions were discussed for the Bastille Dinner to be held in July. A venue will be investigated and the Kurragong may be considered again.

#### Suggestions for other events

Other possible events discussed included visiting the White Lions at the Canberra Zoo and Binalong.

#### Closer Ties with Renault Club

A survey of members of the ACT Renault Club indicated that a majority do not favour merging with the PAC but agreed that closer social ties by the clubs should be pursued.



# Peugeot posters and publications

Seeking old original Peugeot posters, folders or catalogues?

Have a look at this site:

<http://www.mclellansautomotive.com/sales-lit/bymake/peugeot/index.shtml>

