

ROAR

Magazine of the Peugeot Association of Canberra



April 2010

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ON THE COVER

Wheels 2010 showing the proud owners of a beautifully maintained 504.

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(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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on the same trip over Christmas in 1981. A couple of weeks later I met them again in the gardens of Lambrigg Station which was having an open day. Small world!! [Lambrigg was where William Farrer conducted his experiments on producing rust-resistant wheat varieties. He died on the property in 1906 and his grave is on a nearby hilltop.]



Greetings all,

Last month the Annual Wheels exhibition was held on the lawns of Old Parliament House. Although the number of club cars was down this year, those members that attended had a great day as the weather was warm and sunny.

As usual, my 203 drew plenty of attention from passers by, many of whom reminisced about having had a 203 in their family at one time or another. I chatted to a woman who seemed very interested in the car, and who was taking quite a few photos. It turned out that she and her husband had imported two 203s when they lived in New Guinea, one of which was black, like mine.

Then as I reminisced about my own visits to New Guinea, her son said "Hang on a minute, don't I know you?" It turned that he and I had been

The other car that attracted much attention at Wheels was Michael and Heidi's immaculate 504 (see cover photo), some of it for the wrong reason. At one point, Heidi said "I can smell smoke", which, on investigation, turned out to be smouldering insulation under the back seat, caused by an electrical short circuit.

Just a reminder that the next big club event will be the annual Battle of Waterloo, to be held on Sunday 20 June on Patrick White Lawns, adjacent to the National Library. Shannons is again sponsoring the event and we have been asked to run a BBQ on the day. The French side has been victorious over the past few years, so I encourage all members to attend and ensure that we win again.

Looking ahead to next year, it is our turn to host the Easter Pageant, and I am convening a subcommittee to assist with the organising. This is the premier national Pug event of the year, so let's make it a real success.

Please contact me (brad.pillans@anu.edu.au) if you would like to join the subcommittee.

Our next club meeting will be held on Tuesday 27 April at 8 pm at the Canberra Services Club in Manuka. As usual, there will be dinner and drinks from 7 pm.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

405 Mi16

7/1993 Compliance. 220,000 KM. Metallic Grey with Grey/Black/Red interior. Engine rebuilt at 200,000 km. New Front Struts, new Starter Motor. NSW Rego. ALU-29E Registered to 28/8/2010. Chassis No. VF34BRFY271066895. Excellent Peugeot Dealer Service History. Reason for selling - owing to a mystery intermittent engine stopping fault. Car is in excellent condition for its age. Asking \$4,000 ONO. John (Bowral NSW) Phone: 02 4861 5341 Mobile: 0407 244496 (PCCNSW Member).



405

405 1991, 5-speed. White, grey trim. With books and Haynes Workshop Manual. Has done 260,000 kms. I have owned this car for the last 3 years. Used regularly as a second car. Has electric sun roof (not working but fixable), electric mirrors and windows, tilt steering wheel, climate control air conditioner - the best air-con I have ever had, and a tow bar. Upholstery is good with no tears. Absolutely no rust. A few superficial body marks but not worth a second glance. In the past twelve months, has a new radiator, electric fuel pump, and complete set of rubbers for the front end. Was using oil, but the problem has been solved with a valve grind and new stem seals.

406 SV Wagon

406 SV wagon, 2000 model, jade green, 207,000 km, leather, roof rails, towbar, \$9,500 ono. Ph. Jo Jackson 0433 247 448.

Peugeot bicycle

Peugeot tandem ladyback bicycle. The condition is original and the bike was made in 1976. It comes with gears, mudguards, luggage rack and lighting integrated in the French tradition. The bike has just been serviced and is fully roadworthy. Price is \$600. Alan Payne 02 6241 1330.

CLASSIFIEDS

FOR SALE

Vehicle

1999 PEUGEOT 306 GTI 6

Price

\$11,000*

Interior Colour

Black Suede/Leather

Kilometres

92,700

Colour

Blue

Transmission

6 speed Manual

Body

3 door 5 seat HATCHBACK

Drive type

Front

Reg Plate

YDO67H

Reg Expiry

JUL-2010

Road Worthy Certificate

N/A

Engine

4 cylinder Unleaded Multi-point injected 2.0L (1998cc)

4 Speaker Stereo	Engine Immobiliser
4 Wheel Disc Brakes	Fog Lamps - Front
Abs (Antilock Brakes)	Leather Steering Wheel
Adjustable Steering Column	Leather Trim
Air Cond. - Climate Control	Log Books
Airbags - Driver & Passenger (Dual)	Power Door Mirrors
Alloy Wheels	Power Steering
	Power Windows - Front Only
	Up Market Audio System MP3/ iPod compatible

Central Locking - Remote/
Keyless

Contact Mike Garrett on 0411881567



CLUB EVENTS 2010

27 April

Club meeting, Canberra Services Club, Manuka. As usual, dinner will be from 7pm with the meeting starting at 8pm.

16 May

National Motoring Heritage Day, to celebrate the nation's motoring heritage. Like last year we are planning a drive to Cooma for brunch followed by a wander around the Cooma Rotary markets. The plan is to leave Canberra at 9am from the "driver revive" layby on the Monaro Highway at the end of Isabella Drive to arrive in Cooma around 10am for brunch at East End Café, on the left of Sharp Street as you enter Cooma, just past the Holden dealer. If you want to come along please advise me as soon as possible by reply email so we can book tables at the café. Nominate which car too if you can. If we have enough interesting cars we may get Cooma council to put aside some parking spaces near the markets so folks can see the cars.

20 June

Sunday - Battle of Waterloo. Patrick White Lawns, adjacent to the National Library.

18 July

All French Car Day, Sydney.

50th anniversary of the Peugeot 404

4 DAYS IN A 404 – to celebrate the 50th birthday of the 404

Thursday May 13th to Tuesday May 18th This includes days to cover CH plated vehicles getting to destination and home.

You don't have to have a 404 to attend. Come for part or all of the trip.

Trip will be based in Bendigo.

Accommodation

Big4 Bendigo-Ascot Holiday Park 15 Heinz St - 4.5 kms north of Fountain, off the Midland Hwy.

Ph. (03) 5448 4421 or 1800 062 340 website www.big4bendigo.com.au

Various types of accommodation available.

Please ring and make your own bookings for the nights you wish to be there. Make sure you mention that you are with the Peugeot Car Club as this will give you a 10% discount

Hank Verwoert
Ph 9783 2718
Email verwoert@netspace.net.au

OUTBACK 2010 – June 20th to July 11th

Outback Qld, NSW and SA

For itinerary and further details contact Hank Verwoert
Email verwoert@netspace.net.au or Ph (03) 9783 2718



Fifty years of the fabulous 404 Celebration Drive

To celebrate the 50th birthday of the Peugeot 404 an invitation to all past and present owners to join the Pugger Buggers run in Southern NSW and Gippsland.

Come along and enjoy your 404 and our company for seven days and nights traveling along spectacular routes and seeing spectacular scenery along the way, crossing the coastal divide at least 13 times. We will be on gravel roads quite a bit, but on good surfaces. If you drive to the conditions you will be OK.

I strongly advise you to book accommodation early as some venues have limited places. Caravan parks will be our preference, although alternatives are available. The preferred accommodation venue is highlighted.

Saturday 29 May

Queanbeyan
Crest View Tourist Park
81 Donald Road 1800 883310
Rainbow Motel 41 Bungendore Road
02 62972784

Sunday 30 May

Kiama
Easts Beach Holiday Park
Ocean Street 1800674444
Motel 617
132 Manning Street 02 42321333

Monday 31 May

Braidwood
Braidwood Colonial Motel 199 Wallace Street
02 48422027
Torpys Guest House and Motel
18 Kellar Street 02 48421830

Tuesday 1st June

Batemans Bay
Coachhouse Marina Resort
49 Beach Road 180670715

Wednesday 2nd June

Cooma
Snowtells Caravan Park
Snowy Mountains Highway
02 6456 2134

Thursday 3rd June

Jindabyne
Snowline Holiday Park
Kosciuszko Road
02 6458 7262

Lake View Plaza Motel
2 Snowy River Ave
02 6456 2134

Friday 4th June

Mila
Bondi Forest Lodge
Buldah Road 02 6458 7262

Saturday 5th June

Merimbula
Merimbula Beach Holiday Park
Short Point Road 1300 787 837
Black Dolphin Motel
Arthur Kaine Drive 1800 100444

When booking accommodation mention you are with the Peugeot Car Club as I am trying to get group booking rates where possible. Please contact me as soon as possible with your name, phone number, car model and rego number. Contact 02 6458 7208 ah.



Gordon Miller

It is with great sadness that we must inform members of the passing of Gordon Miller on Thursday 25th March 2010.

Gordon will be a huge loss to Australian Peugeot Clubs and to the Peugeot movement, but he has left a tremendous legacy in the 03 and Worm Registers, all of his writings in Torque and the marvellous cars he has restored. Our deepest condolences to Pam, Doug, Alastair, Helen and their families.

Gordon Miller - a tribute

Gordon Miller, who died on March 25, joined the Peugeot Car Club of Victoria in January 1988.

Club members soon learned that Gordon was thorough in everything he did. If he needed to know about a subject he would find the best book or website and learn all the details that most of us would overlook.

He then applied his knowledge in the correct way and achieved the desired result.

Gordon's training was as a civil engineer, so he was expected to know about all types of building construction and particularly that using reinforced concrete, which was his specialty.

But his knowledge of other matters was amazing. He had a great appreciation of many topics: bridges,



railways, aircraft, native plants, bird-watching, bushwalking, camping, photography, newspapers, urban design, human behaviour, physics, chemistry, computers, printers, scanners and more. Those who had the good fortune to interact with him would invariably come away knowing more than when they arrived.

I think that of all the books Gordon read (and there are many) almost half were related to military topics and the people who made the big decisions in wartime.

Gordon was very good with his hands and many people have benefited from his generos-

ity in building shelving, computer hutches and such.

His workshop was a joy to behold, with a place for everything and everything in its place.

Of course Gordon was best-known for his Pugs.

He came to Peugeots late in life (he was happy driving an XL Falcon until he got behind the wheel of his father-in-law's 404 in 1967), but Gordon took to Pugs with the same zeal that he applied to everything else.

He later acquired that 404, restored it to showroom condition, and still owned it when he died.

Most people who have been in the club for a while remember Gordon's articles about the restoration of the green 203, registration number GRM203, to concours standard. But many will not have realised that Gordon always found ingenious ways to overcome the problems he encountered, and he solved them in a way that made the job easier for others in the club.





For example, if Gordon found a certain part was unobtainable, he would have several remanufactured, so that others could take advantage of the opportunity. Think of the covir case, the cap over the gearchange lever and the trafficator lens on a 203.

He also sourced many parts both locally and from overseas and also undertook the re-printing of workshop manuals.

The 203 restoration was followed by the



404 cabriolet, which was so rusted underneath that it required a new floor. Now look at it, another concours winner.

His last project was the 172, which he undertook with difficulty because of various ailments. The car took longer than Gordon would have wanted to finish, but its bodywork, which he designed and built, shows off his imagination and skill.

Even apart from his restorations and Worm Drive activities, Gordon was a

remarkable contributor to the club.

He spent many hours pondering ways to make the club more accessible, more attractive and more successful.

He made, or suggested, banners, flags, flagpoles, stickers, badges, clocks and magnetic signs. He also organised the pictures for the 203 and 504 desk calendars.

Gordon also loved collecting things, and his range of coffee grinders bought on eBay is a sight to behold. He also had a

lovely collection of scale model cars and even some Peugeot tools, surrounded by stuffed lions and novelty mechanical toys.

Inside his computer there are hundreds (probably thousands) of pictures of Peugeots and Peugeot-related things, all properly filed under the right headings so he could produce them in a trice.

Many have taken advantage of this collection when needing something to illustrate an article or a proposal, and have never been disappointed.

The articles he wrote for Torque must run into the thousands. Particularly liked was his series on other French marques. Gordon ran the 03 (Worm Drive) Register for almost 20 years and until a few years ago he organised the annual 03 Weekend gatherings as well.

Through his contacts in France, Germany, Finland, England and elsewhere, our club has an excellent relationship with L' Aventure Peugeot, Les Amoureux 203-403 and many other like-minded organisations.



He corresponded with people throughout Australia and all over the world and they have all acknowledged his contribution.

He was regarded as the doyen of older Peugeots.

It is ironic that such an active person was hit so hard by debilitating illnesses that have made his life so unpleasant.

In true Gordon fashion he scoured

the internet and has learned all he could about the afflictions he suffered from. But that didn't make any easier for him.

It was a nice coincidence that Gordon's hands-on involvement with worm-drive Peugeots, which began at the 203 40th birthday weekend in 1988, ended as we celebrated the model's 60th anniversary in 2008.

If Gordon's name is linked to one particular Peugeot model, it is the 203, even though he had sold GRM203.

The Peugeot Car Club of Victoria thank him for his con-

tribution and his friendship and for the provision, just last week, of a great collection of vintage Peugeot pictures, which now adorn the walls of our Club Rooms.

Paul Watson

Photos Alister Miller (via YouTube)

PSA to expand small engine JV

12 April 2010

Simon Warburton

New engines to be built following a €175m (US\$238m) investment in PSA Peugeot Citroën's northern France engine plant are destined for models including the 207, C3 and, eventually, the 308 and C4.

Between now and 2013, PSA plans to invest the money at its La Française de Mécanique plant in Douvrin, in the Pas-de-Calais department of northern France, to prepare for the production of a new three-cylinder turbocharged petrol engine line.

The investment follows the group's decision to extend the range of I3 engines currently under development by adding a turbocharged version.

PSA has managed to secure support from the Nord Pas-de-Calais and the Pas-de-Calais regions although it is unclear if this involves any financial contribution.

"In everything we do we always stay close to the authorities locally because clearly it impacts massively on economies of those areas," a PSA spokesman told just-auto.

This new I3 engine family will include one and 1.2-litre naturally-aspirated versions to be produced at PSA's Trémery

plant beginning in 2012, with capacity of 640,000 units a year, and the 1.2-litre turbo versions to be produced at Douvrin from 2012 with capacity of 320,000 units annually.

The La Française de Mécanique plant currently builds petrol and diesel engines for Peugeot and Citroën models, including the EP petrol engine developed in cooperation with BMW for the Mini line.

"We have not got a definitive

model list for [the investment] yet as we are still [planning] how to spread the engines around," added the PSA spokesman.

"It is likely to be the [Peugeot] 207 and cars of that size - also [the Citroën] C3 will be the initial target - it will be between now and 2013 so it will be imminent.

"Later on it will also be other cars - potentially [the Peugeot] 308 and [Citroën] C4. The first engines and cars will be pro-



duced towards the end of 2013 - it will ramp up to full production in 2014.” Created in 1969, La Française de Mécanique is a 50-50 joint venture between PSA Peugeot Citroën and Renault, with 3,400 employees. It once produced the ‘Douvrin’ petrol V6 shared by large Peugeot and Renault passenger cars and also used in some top Volvo models.

Its machining and assembly lines produce 6,200 engines per day. Output in 2009 totalled 1.3m units, of which 942,000 were for PSA.

Courtesy just-auto

Peugeot, Renault to supply 60,000 electric cars in France

13 April 2010

French automakers PSA Peugeot-Citroën and Renault SA have pledged to supply 60,000 electric vehicles for sale in France in 2011 and 2012.

The commitment is part of the French government’s efforts to promote zero-emission vehicles in France.

The Ministry of Ecology, Energy, Sustainable Development and the Ocean said a special entity was being set up grouping 20 state-controlled and private enterprises.

They issued a tender call for 50,000 electric vehicles on April 23, to be split roughly equally between Renault and Peugeot-Citroën.

It said the total number of vehicles to be sold in the period could reach 100,000 taking into account expected demand from other potential buyers.

The government has also confirmed that it will provide a €5,000 incentive through 2012 for

vehicles emitting less than 60 grams of carbon dioxide per kilometre.

The local authorities of 12 large French cities have also pledged to start creating the infrastructure for electric vehicles, notably charging stations, to encourage consumers to invest in electric vehicles.

Courtesy Dow Jones Newswires



Peugeot 605 Ute, Part 9

This was supposed to be the last of the 605 ute project articles, but it isn't. There will be a Part 10 as both my scribing and the ute will have to wait till after Easter to be finished.

The airbag control module did arrive back from its trip to Tasmania, and after a quick fit job under the carpet all was ready to switch it on and see if its Tassie holiday had improved its demeanor. It hadn't. Miserable little red light was still on.

Resigned to the fact that an Easter ute was not going to happen and further discussions with the airbag man in Tasmania, the offending module was duly sent on another trip to Tassie.

This second holiday for the module did nothing for its recalcitrant ways and it was duly banished to Tasmania for a third time. On return this time it had possibly had enough of airline food and decided to behave itself, the bloody light finally went out.

It seems that there are about five programs that can operate these modules and since the original unit was water damaged it was not possible to read all of its program details, so by a process of elimination the right program was finally arrived at.

With the airbag finally sorted I was able to finish off the interior, refitting the driver's seat (small hernia job! Electric seats weigh a ton) and refitting under dash cov-



ers.

Now while the airbag module was clocking up frequent flier points, I was busy making up the fibreglass hard cover for the ute.

This consists of a small fixed section behind the rear window and a hinged large section to be supported by gas struts when open.

I made up the fixed panel first, this was because I wanted to get used to working with polyester resin again, which goes off (that's setting or going hard) very quickly. This means you have to work very fast, it also helps if you have everything prepared and ready to hand, it can get quite messy when things go wrong.

With only minor hiccups and misdemeanors I managed to get the fixed cover panel molded up and trimmed to fit the recess I had built into the combing rail for the hard cover.

Not wishing to push my luck with the large rear section of the hard cover I decided to sort out the sealing and latching of the carbon fibre side panel covers.

To lock the covers in place I have purchased small cam locks that are keyed alike, with a total of ten locks the last thing I need is a bunch of keys to sort through just to change the CDs.

So far I have test fitted four different seal strips and a couple of pinch weld rubber seals and come up with something completely different, but due to house painting duties I have yet to get back to the covers.

I have however laid up the rest of the

hard cover, what an absolute bugger of a job. I did manage to get all the fibreglass sheets laid up and rolled in before the resin went off, but didn't have time to roll on the peel-ply that I intended to use. What's peel-



ply you ask? Peel-ply is a silk-like material that you overlay and roll into the resin, its purpose is to level out overlaps in fibre glass sheets, and when the resin is set you pull the peel-ply off the job. This leaves a matt surface that is ideal for recoating with resin or painting.

That was the outside of the composite cover done. I now had to fibreglass the inside surface. Now with only one side of the foam core covered the cover remains flexible. To retain the correct shape I had to cover the inside surface with fibre glass and resin, roll out the trapped air bubbles and flip it over onto the mould before it all set and without it all falling apart during the



process.

As with all really messy jobs there is always something that you hadn't planned for or just goes wrong on the day. Me, I hadn't figured on the bloody thing hitting the awning roof as I turned it over, so after a couple of golly gee whizz and bugger moments I got it right way up on the mould and all was good with the world.

I have partially trimmed the cover up but ... it will require about a week's worth of work before it's ready to be painted. I have to make up the hinges yet and sort out the seals.

I'll have plenty to do before we return from our southern sojourn, in a cabriolet rather than a 605 ute.

Life's a bugger 'aint it.

Courtesy of Peugeotmania

Peugeot 308 CC 1.6 Turbo

Tim Britten

Price Guide (recommended price before dealer and statutory charges): \$48,990

Options fitted to test car (not included in above price): nil

Crash rating: five-star (Euro NCAP)

Fuel: 95 RON Premium ULP

Claimed fuel economy (L/100km): 7.5

CO2 emissions (g/km): 177

Overall rating: 3.0/5.0

Engine/Drivetrain/Chassis: 3.0/5.0

Price, Packaging and Practicality: 3.0/5.0

Safety: 4.0/5.0

Behind the wheel: 3.0/5.0

X-factor: 3.5/5.0

The coupe-cabriolet -- CC in common parlance -- is here to stay. Peugeot's 308 CC, which is the latest iteration of a genre founded by the company way back in 1934 -- is wider, longer and replete with new technology that makes it an all-round better proposition than the 307 CC it replaces.

And, like the five-door hatchback and wagon 308 variants, the CC joins the trend towards smaller powerplants by utilising the jointly-developed 1.6-litre petrol engine appearing in BMW's MINI range (and Peugeot's 207) to deliver eco-friendly road performance where acceptable accelerative punch combines with genuine frugality and

low exhaust emissions. In fact, the turbocharged petrol 1.6 compares surprisingly well in these respects with the new 2.0-litre HDi turbodiesel that is also available (for the first time) in Peugeot's second-tier CC.

A conceptual evolution of the previous 307 variant more than a radical departure in terms of its looks, the new car employs Peugeot's contemporary styling signatures with a vengeance. Up front, it has the gaping Peugeot mouth topped by a bold, single nostril bearing the corporate lion emblem, the headlights sweep dramatically towards the A-pillars which themselves reach almost to the wheelarches, and there's a



pronounced wedge profile (awkward from some angles) with the elevated-rump stance that typifies most front-drive coupe-cabriolets.

Occupying a little more road space than say, the latest VW Golf, the 308 CC does a bit better than the 307 version by looking after its passengers with more cabin width (elbow room is up by 25mm) and a minuscule 10mm of extra foot and knee space for back-seat passengers. It might not sound much but, when you're deal-

ing with what was already a tight space, every millimetre counts -- and the 308 CC's larger doors also help make for easier entry and exit.

The 308 CC has a number of other things to crow about: it scores a five-star Euro NCAP safety rating with features such as headrest-deploying side headbags, pop-up rear rollover bars and rear parking sensors. Peugeot says the seat headbag is a world-first in a convertible. It combines with the usual SRS array of dual front and side bags (like the headbags also seat-mounted) to give similar protection (apart from rear-seat passengers) to a regular car with curtain airbags [Ed: in this respect arguably it moves this affordable CC segment on -- hence our higher than normal safety rating score.]

And the new CC offers something you'd normally only expect in a significantly more expensive German import: the optional "Air-wave" system that directs a chill-eliminating flow of warm air for front-seat passengers around the neck and shoulder area in cold weather. Airwave is standard in the up-spec S models and optional when leather is specified at entry level.

Entry level doesn't mean your 308 CC is anything to cringe about. The test Peugeot was a base, six-speed manual-transmission model, but it felt anything but frugal.

Probably the first thing passengers new to the 308 CC will notice is the impression of space in the front of the cabin. The substantial-looking dash is mounted well away from driver and co-pilot, who are already sitting

lower inside the cab than in the 307 CC.

The biggish, leather-rimmed steering wheel adjusts for reach and height and helps relieve any claustrophobic impressions with almost Germanic thigh space under the bottom of the rim. Satellite radio controls, as well as the cruise control switches, are located on stalks protruding from the steering column. Sadly they are blocked from the driver's line of sight by the steering wheel and only become easy to operate after a period of familiarisation.

The instruments are generally clear and functional -- even the white-faced speedo and tachometer with their attendant fuel and temperature gauges. Peugeot's big step forward in interior tactility is evident in the CC's classy centre stack with its accessible and logical aircon and audio controls. The seats at this level are manually adjusted and cloth trimmed, but bring no cause for complaint even after a long stretch on the road. The two back seat passengers are provided with adequate width but need to strike a deal with those in front if they want sufficient legroom. Otherwise it's a spot for pre-adolescents, not adults. For a convertible, rear three-quarter vision with the roof up is pretty reason-

able because the 308 CC has a relatively large rear window, as well as side windows that minimise the blinding effects of the C-pillar.

Peugeot says the roof closes or opens in just 20 seconds, which is pretty quick, but for some reason it felt slower in our test car. As with most CCs today, this operation can happen on the move, although in the Peugeot's case it can't be more than 12 km/h. There are others that can travel more than double this as the roof goes through its motions.

A bonus is the amount of boot space that is available with the roof up. In the 308's case it is a quite massive 465 litres -- although you do need to be a bit careful when loading to avoid clashing with some of the intricate roof closing mechanisms. Drop the roof, and the space shrinks to 266 litres accessed via a post-box aperture below the folded-down roof panels.

To drive the 308 CC is to ponder whether or not Peugeot is getting its act together on suspension refinement. The company moved away from its reputation for exquisitely balanced ride and handling after it replaced the 306 with the 307 in 2001. The change was a bit of a shock for Pug fans brought up on not just the 306 but also the bigger 405 and, even further back, the rear-drive 504 and 505 sedans. The jury is still out on the 308, although

the CC doesn't feel at all bad on the roads. It doesn't have the magic-carpet qualities of old, but it's not harsh either, even if the MacPherson strut-style front suspension and rear torsion beam axle have been toughened up compared to the hatch and Touring wagon versions.

Dropping the ride height (12mm front and 8mm rear) while engineering a generally more rigid assembly are not usually the things done to compensate for a convertible's natural loss of torsional rigidity compared to a metal-roofed hatch. In the CC's case it doesn't appear to contribute to any apparent increase in body flex, while the ride remains acceptably compliant and the steering appropriately responsive. It's not a hard and sharp sportscar but it's far from being slovenly.

The 1.6-litre turbo engine does pretty much what Peugeot wanted it to do. With 110kW at 5800rpm (and 240Nm coming in from as low as 1400rpm) it drives a bit like a good, solid, normally aspirated 2.4-litre.

Even though it has close to 1.6 tonnes to haul along, the small capacity turbo does a good job. It pulls smoothly, quietly and steadily from low rpm, even in higher gears, and doesn't mind a bit of a rev. In the base six-speed manual version, zero to 100km/h comes up in 9.8 seconds (faster than the 100kW/320Nm 2.0-litre turbodiesel) and top speed runs out to an irrelevant 215km/h.

The fuel and emission figures aren't bad

either: the manual averages 7.5L/100km and emits 177g/km of CO2.

By comparison the six-speed auto-only diesel takes 11.8 seconds to get to 100km/h, averages 7.0L/100km and emits 185g/km of CO2.

If there's a downside, it's that the 1.6-litre turbo demands premium unleaded fuel.

Courtesy CarPoint.com.au

Peugeot internet sites

Neil Sperring came across these sites which could be of interest to PAC members:

205 - <http://www.psa-peugeot.info/205/index.html>

206 - <http://www.psa-peugeot.info/206/index.html>

306 - <http://www.psa-peugeot.info/306/index.html>

307 - <http://www.psa-peugeot.info/307/index.html>

405 - <http://www.psa-peugeot.info/405/index.html>

406 - <http://www.psa-peugeot.info/406/index.html>

607 - <http://www.psa-peugeot.info/607/index.html>

807 - <http://www.psa-peugeot.info/807/index.html>

and a few other random guides - <http://www.psa-peugeot.info/misc/index.html>

Peugeot RCZ headed to Nurburgring 24 hours

Thami Masemola

9 April 2010

Peugeot is to participate in the Nürburgring 24 hours race for the first time between 15 and 16 May. About 220 000 spectators attend the proceedings each year. Two examples of the new RCZ sports coupe, one run by a French team and the other by a German crew, will form the company's entry list. Each car gets

four drivers.

Not only is this occasion to celebrate 200 years of the Peugeot brand but it also marks the introduction of the RCZ. Entered in the D1T category of diesel cars with engine capacity between 1,700 and 2,000cc, the cars sport a 2.0-litre HDi turbo diesel motor developing 147kW (197bhp/ 200PS). The engines are essentially stock, bar some parts from Customer Peugeot Sport.

International media attending the world launch will be shown a static model of the race car in Paris starting from April 12.



Peugeot celebrates one-two victory at 12 hours of Sebring

Team Peugeot Total has proved it is well prepared for June's gruelling Le Mans 24 Hour race after a convincing victory in Sebring. Peugeot secured its third consecutive one-two finish in the ALMS season opener.

The team – including drivers Marc Gené and new British recruit Anthony Davidson – set the pace throughout the event in their 908 HDi FAPs. And their success demonstrates Peugeot's determination to retain the Le Mans 24 Hour title when the famous endurance race takes place on June 13-14.

Marc Gené said: 'This was great practise ahead of Le Mans, both for the drivers and every-

one in the team. It was good training for overtaking round what is a very demanding circuit.'

After starting the 12 Hours of Sebring from the front row of the grid, the two Peugeot 908 HDi FAPs – the No.7 and No.8 cars – stayed together, separated by seconds at most.

And after 12 hours of racing – and 367 laps – the No.7 car driven by Alexander Wurz, Marc Gené and Anthony Davidson was first past the line. Following closely behind was the No.8 car, driven by Sébastien Bourdais, Nicolas Minassian and Pedro Lamy.



FINAL POSITIONS

PLACE	CAR	TIME
1	Peugeot 908 HDi FAP	12hr 0m 54.36s
2	Peugeot 908 HDi FAP	+ 13.817s
3	Lola-Judd	+3 laps
4	Porsche RS Spyder	+14 laps
5	Honda	+18 laps

After the 2009 Le Mans and last autumn's Petit Le Mans, Sebring is Peugeot's third straight one-two finish. Indeed, not only did Peugeot score a resounding victory, the Peugeot 908 HDi FAP is the first French car to win at Sebring since the race was first held in 1952. Meanwhile, the fastest lap of the race was set by Sébastien Bourdais.

Peugeot Sport Director Oliver Quesnel said: 'Reliability promises to play a key role at Le Mans, and the two 908 HDi FAPs ran like clockwork here, and our refuelling work, race strategy and the work of the entire team were all very strong, too. We can be proud to have added a French victory to this race's roll of honour, and the 908 has now succeeded in winning all the main endurance races. It's a promising result, but we can't afford to take our eye off the ball.'

Kris Meeke sets sights on next IRC round

Peugeot UK driver Kris Meeke is ready for the next round of the Intercontinental Rally Challenge as he stays on course to retain the title.

Kris is currently fourth in the rankings, despite having to retire in Argentina. Round three of the 2010 IRC event saw Kris and co-driver Paul Nagle suffer a broken suspension in their 207 S2000 during the penulti-

mate stage in Carlos Paz.

It was a blow for the Peugeot UK team who had been leading after the first super special stage on the soft gravel surface. Yet Kris is determined it won't put them off course from keeping the IRC title.

Speaking after the Rally Argentina, Kris said: 'It is really disappointing after all the niggling little problems we've had this weekend, but safety must come first. We'll take stock and move on.'

Skoda's Juno Hanninen eventually took first place after the 15 special stages, totalling 231km.

The next IRC round is the Rally Islas Canarias, taking place from April 29-May 1 – which has replaced the Rally Principe de Asturias. Watch all the action from Argentina here and follow the team on Twitter.

DRIVER	POINTS	TEAM
1. Juno Hanninen	24	Skoda
2. Guy Wilks	19	Skoda
3. Jan Kopecky	15	Skoda
4. Kris Meeke	10	Peugeot
4. Mikko Hirvonen	10	Fiesta



50 years of the 404

(from "Peugeot, La Marque au Lion, The Peugeot Lion, The History of a Corporate Adventure. Andre Costa, Jean Claude Francolon, Luc Berujeau in collaboration with Gilbert Ninot, Christian Monnier, Helen Mauler & Christine Machut.)

The 404 appeared in 1960, and true to the Peugeot tradition, it created quite a stir. Comments were positive or deprecatory, depending upon where they came from. The 403 was supposed to be heavy, clumsy, even dull. The 404 was criticised for its slenderness and lightness. In other words, its apparent fragility contrasted too starkly with the first two Peugeots of the post-war period... which had after all begun fifteen years before! A secondary criticism - if it can be called that - was that the shape of the 404 was too much like some Fiats which had also been designed by Pininfarina. The outcome of this attack was that Peugeot decided to reinforce the exclusivity clauses between the two companies.

As the years went by, Peugeot cars became more powerful: the 203 had 42 cont. hp, and the 403 had 58. As for the 404, the increase in cubic capacity - which went up from 1468

to 1618 cc - provided 72 cont. hp, at a significantly higher speed of 5500 rpm. The stroke length was the same as in the 203, that is 73 mm. From this point of view, the cars retained a family likeness, and the axle still used the worm inherited from the 20s. However the geared-up fourth was no longer used.

On the other hand, the slightly lowered bonnet made it necessary to tilt the engine by 45° towards the right, in order to decrease the vertical space requirement. The brakes were not yet disc brakes (at least at the start), but a Mastervac vacuum booster was fitted as a standard feature, so as to make the brake pedal softer. Lastly, the suspension included four helical springs, with a McPherson system at the front, with long helical springs and concentric shock absorbers.

Peugeot wanted to repeat their 203/403 commercial operation. However, this time there was not talk of reducing the cost of

the 403, but of offering a 7CV model, that is a 403 with a 203 engine, sold slightly cheaper than the 8CV. And again, this staged operation would be a success. From 1961 onwards, sales of 7CV 403s were greater than those of the 8CV model (74% of 403 sales in 1963).

Production in France was stopped in 1966 (but utility versions were assembled in Argentina up to 1972).



Peugeot 508 Kombi photos

12 March 2010

Matt Brogan

From what we can see, the wagon seems to follow the manufacturer's latest design trends with more sporty looks and a smaller exterior size.

We can also clearly see the LED rear lights with a unique design so far only seen on the 508 Kombi.

The 508 will be the successor to both the 407 and 607 and will feature a three car lineup. First to be released will be the Peugeot 508 sedan, followed by the 508 wagon and another later on, which rumour says will be a four-door coupe much like the Passat CC.

The 508 will also be the first



Peugeot that will show the French company's new design language.

A range of engine will be offered including petrol, diesel and diesel-hybrid, known as Hybrid4.

The first version of the Hybrid4 has a 121kW 2.0-litre HDi FAP engine linked to a 28kW electric motor. The combination produces 149kW, has an electric only mode and four-wheel drive when required. This system will make its first debut in the 3008 during 2011 but will soon follow to other models.

The Peugeot 508 is expected late 2011, possibly as a 2012 model year.

Courtesy Car Advice

Peugeot plans upscale models

16 March 2010

Matt Brogan

Like sister brand Citroen, Peugeot is to launch upscale models under the name hors-série, according to a published report.

The hors-série cars will complement Citroen's new DS model line. The move is seen as part of a trend by car-makers to generate extra revenue and

higher margins by offering high-end niche models utilising volume platforms, Automotive News Europe said.

The RCZ coupe, which goes on sale in June, is Peugeot's first hors-série model. Based on the 308 compact hatchback, it will be built under contract by Magna Steyr in Austria. PSA Peugeot-Citroen's brand boss Jean-Marc Gales told ANE that Peugeot would use the French words hors-série in all markets where it sold the model line without translation.

Hors-série designates cars built out (hors) of mass production (série). He added that Peugeot would launch its second hors-série model next year – a wagon version of the 407/607 replacement which will be unveiled at the Paris motor show in October. Gales said a third model would appear in 2012. Citroen launched sales of its first DS model, the DS3, this month.

Source: just-auto.com editorial team



Can you spare a 203 for a special drive?

Peter Wilson

From Has anyone got a nice looking Peugeot 203 that's ready for a really good run?

It's Peugeot calling for help.

Peugeot Automobiles Australia wants to lease a 203 from a club member for a special event under consideration.

The distributor is looking at setting up a 10,000 km drive to retrace the route of the 1953 Redex Trial with the rally-tested 203 acting as chaperone to a pair of new Peugeot 3008s.

The rerun over the well Peugeot-driven route was mooted as a great way to draw attention to the launch of its fully French compact SUV in Australia.

Peugeot has great hopes for this model and is keen for it to demonstrate its suitability for local conditions with the long drive along the coast and through the outback and red centre.

"We're still at the early planning stage," Kirin Tipping, Peugeot's new promotions and events manager, explained when she asked about getting a 203.

There is a much to be worked out – who is taking part, possible sponsorships, timetable and accommodation as well as the 203 – before the run is approved.

It's part of Peugeot folklore how 11 203s and a Cinesound 203 van completed the distance under far more grueling circumstances in 1953 without many hitches and one scoring an upset victory over all the favourites.

It will be the third Peugeot rerun. Original trial drivers Ken Tubman and

Gelignite Jack Murray retraced their first Redex route in a pair of Peugeot 504 Ti's in November-December 1974 on the 21st anniversary of the event.

They did it with ease, taking two weeks. Peugeot dealers along the way give the cars routine oil changes and the travelers stayed in comfort at Travelodges as the hotel group was one of the sponsors.

Their running time was 130 hr 28 min – 34 hr 16 min faster than Ken and John Marshall took in 1953. Their injected



engines made cruising at 180 km/h possible, but they were driving for economy and they took it easy for an average speed of 78.8 km/h.

Ken got 8.7 litres/100 km while Jack, more used to driving in boots in big cars, got 10.05.

The only problems were a fuel blockage between Townsville and Mt Isa, and a flat tyre after Alice Springs.

They learned from a shake-down run the wisdom of fitting a sump guard. Before their trip, Ken and Jack whipped around the Heart of the Hunter Rally in a standard 504 Ti and snagged the speedo cable on a small tree stump. They lost their lead and finished seventh outright.

In 2003, Peugeot club members took part in the 50th anniversary rerun that Graham Wallis of the Victorian club organised, taking four weeks and took part in a stack of motor sport challenges along the way.

Twenty-eight Peugeot 203s were in that event and the only one that had serious problems had a French-prepared engine.

Graham has been thinking of organising a simpler club rerun in 2013 for the 60th anniversary, with fewer sports events and was surprised when after sales manager

Nick Allan told him that Peugeot had one of its own under consideration.

"If they want a rally prepared 203, I suppose they could use mine," he said. But his car, that Peugeot sponsored in the Red Centre Rally last year, is in Victoria and is fitted with a roll cage.

Meanwhile, Peugeot has plenty of 3008s (because of the Bond factor, the official way to say the number is three thousand eight) on the way.

"Every dealer will get a car to display ahead of the launch," Peugeot marketing manager Richard Grant said.

The Sochaux-built 3008 will be launched in early June, ready to take on rivals such as the top-selling Subaru Forester, Toyota RAV4 and Mazda CX-7 with its choice of HDi engines and latest turbo 1.6-litre petrol technology plus specially designed suspension with Peugeot's new multi-valve shock absorbers.

Richard said the compact SUV would be priced competitively and would appeal to a wide range of buyers – couples, retired people, empty nesters and small families would like it.

For others and families needing more cabin space, the 308 Touring was an option.

The recent rush on the 207 Outdoors was a hint that it would do well.

"The SUV is a segment that continues to boom unbelievably," Richard

said, quoting its 33.4 per cent first quarter year-on-year growth figure.

Compact SUV sales are up 35.5 per cent, medium SUV (that includes the 4007) up 37 per cent, large SUV up 27 per cent and luxury SUV up 22.7 per cent. Total Australian SUV sales this year to March were 56,616 units.

His theory is that the availability of diesels allows people to have their tall vehicles with economical driving.

However, Peugeot's first SUV, the 4007, is having a struggle over the Outlander factor, particularly since Mitsubishi kicked off its end-of-financial sale early.

A survey of buyers found many were Peugeot owners previously and universally they liked their cars and appreciated the Peugeot input. They had no problem with their 4007s being a Mitsubishi product because of the Japanese firm's heritage of reliable off-road engineering, but they would not have bought an Outlander.

The people deciding not to buy 4007s were usually swayed by the difference in price compared with the basic Outlanders.

Peugeot sold another 43 4007s in March, giving a year-to-date of 126 units.

Peugeot Hoggar 207 based pick-up revealed for Brazil

Michael Gauthier

Peugeot has revealed the Brazilian-market Hoggar pick-up.

Based on the 207, which in Brazil is a facelifted version of the 206, the Hoggar “subtly combines the robustness and reliability of a pick-up with the design and dynamism that distinguishes” Peugeot from the competition.

More importantly, the truck has a payload capacity of 742 kilograms (1636 pounds) and a bed that holds 1151 liters (40.6 cubic feet) of cargo.

While details are limited, engine options include 1.4- and 1.6-liter units. The company declined to specify if they were diesels or petrols.

Built at the Porto Real factory, in Rio de Janeiro, the Hoggar will go on sale 15 May.

