

ROAR

Magazine of the Peugeot Association of Canberra

Season's Greetings



December 2010

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ON THE COVER
The Peugeot 908 in full flight.

RoAR is the official journal of the
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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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Greetings all,

Club members celebrated in traditional style, with a Christmas BBQ at Lake Ginninderra on Sunday 5 December (see photo). The event, which was held jointly with the Renault and Citroën clubs, attracted about 25 people who enjoyed the sunny but cool late afternoon weather. Considering the extraordinary amount of spring and early summer rain that we have had, the pleasant sunshine was welcome relief.

The long-term average rainfall at Canberra airport is a bit over 600mm per year. This year the airport has received more than 900mm, and at our house in Jerrabomberra we have received more than 1,100mm, making 2010 the wettest year in Canberra since 1974.



I well remember 1974, because I managed to bog my 403 to the axles, twice, while doing fieldwork at Bredbo. On both occasions, I had to be towed out with a tractor, courtesy of the local landowner.

Despite the above average rainfall, people are still not driving safely in wet weather. Only today, I was tail-gated by a bloke in a Commodore, in the rain, sounding his horn in a futile attempt to force me to speed up. Needless to say I continued to drive at a safe speed. He eventually cut into the other lane and roared off.

As usual, Sue and I will be spending Christmas with family here in Queanbeyan. Neither of us enjoy travelling on crowded roads to crowded places at this time of year, though we might slip up to Sydney for New Year's Eve celebrations.

This year, we have lashed out and bought a real Aussie Christmas tree – a Wollemi pine, of course, which is in a pot and can be planted in our garden later on. Somehow the Radiata pines (originally a native of

California), that are sold as Christmas trees, don't seem appropriate.

This is my last column for 2010, so I take this opportunity to wish you all a safe and happy Christmas. Club activities will recommence in February, with another outdoor activity and a regular club meeting at the Canberra Services Club.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

404 1967

Gordon Miller's concours winning 1967 Peugeot 404 Sedan. In family since new and carefully maintained. Resprayed in original grey a few years ago.

The car is on Club plates and is offered without registration or roadworthy. The miles are 53499, and the engine number is 5077917. The car can be inspected in West Heidelberg by contacting Allan Horsley from the Peugeot Car Club of Victoria on 0419 634 043. Please send offers to Pam Miller at 28 Olive Avenue, Mount Waverley, Victoria 3149.

406 1996 sedan

406 1996 sedan, white, 238,000kms. Very good condition. Handles beautifully, smooth, reliable and stylish for trouble-free driving. New front Michelin tyres. ACT registration until April 2011. \$3,000 ono. Contact Tim on 0400 344 394.

405 Mi16

405 Mi16 1990 with special ACT licence plate MI.016. Silver, 333,380 km Mechanically good, second engine at 289,580km. Becoming a rare classic car.

All systems work including air conditioning except headlight adjustment dial. One plastic side rail missing. Tyres in good condition. Registered till April. Still an exciting car to drive. \$1,900. Phone Leigh on 0407283195 or 62822558

504

504 1981. Manual sedan, metallic green, two owners from new, good cond., 4 months rego, maintained by Alpine Motors, recon. motor and alternator. Offers.

Also 2 x 404 wheels free to good home. Phone Alanna 6249-7005 (H)

CLUB EVENTS 2010-11

22 to 25 April 2011 Peugeot National Pageant, Canberra. See accompanying story for details.

Calendar



2011 Peugeot Pageant

Plans for the 2011 Peugeot Easter Pageant in Canberra are coming along nicely and the Peugeot Association of Canberra urges Pug lovers to make the trek to the national capital to enjoy the occasion and the attractions of the city.

The Pageant will be held in Canberra from 22 to 25 April 2011.

The event will again be based at Eaglehawk Holiday Park (www.eaglehawkpark.com.au), where there is a range of accommodation options to suit any budget.

It is situated on the eastern side of the Federal Highway on the NSW/ACT Border approximately 10 km north of Canberra. A United Service Station, Rydges Resort and a Hotel are also located on Eagle Hawk Hill, all of which is accessible by the dual lane Federal Highway and an overpass.

Accommodation provided will range from deluxe villas, cottages, cabins, and caravan sites to camping

accommodation.

Everyone will need to make their own bookings with Eaglehawk Holiday Park (02 6241 6411). The minimum accommodation booking at that time of year is three nights (the length of the Pageant), with a deposit of one night being required at the time of your booking.

Please quote Reservation No. 68311 when making your booking as this ensure you are allocated one of the reserved Pageant places.

Eaglehawk Holiday Park is also offering a competitive catering package. Details will follow shortly.

The Pageant program will include a concourse d'elegance at one of Canberra's leading wineries, Mt Majura Vineyard (Saturday morning), driving skills events (Saturday afternoon), novelty trial and day run to Braidwood (Sunday) and formal dinner (Sunday night).

Mt Majura vineyard produces some truly wonderful wines, including cool climate riesling, chardonnay, shiraz and its much-acclaimed tempranillo. The cellar door will be open during the concourse for those interested in sampling some great drops from a region that is winning widespread recognition for its

wine.

The weather will most likely be quite cool at night, but at this time of the year mornings can also be crisp and cool with the first frosts of the year possible.

On Monday morning a little sleep-in followed by a hot breakfast is planned before visitors depart.

Another option would be to attend the ANZAC Day Dawn Service, or the mid-morning Veterans March at the Australian War Memorial, where the new post-1945 gallery, covering Australia's military involvement in areas such as Korea and Vietnam, has opened since the last pageant. Other attractions in Canberra over Easter will include the National Folk Festival, and exhibitions at the newly-extended National Gallery of Australia and the stunning National Portrait Gallery, a new and impressive addition to the Canberra scene since the last pageant.

The Pageant Sub-committee comprises President Brad Pillans, Colin Handley, John Bower and Peter Rees.

Outback 2011 - Victoria, South Australia and New South Wales

A TRIP TO THE OUTBACK WITHOUT
GOING TOO FAR FROM HOME 14 July 2010

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF FRIDAY MARCH 25th

Day 1	Saturday March 26th	250 kms	**	
	Nhill – Yanac – Murrayville – Manya – Berrook – Shearers Quarters near Sunset Crater			Bush camp
Day 2	Sunday March 27th.	160kms	**	
	Shearers Quarters – Settlement Rd. – Meridian Rd. – Wentworth			Caravan Park
Day 3	Monday March 28th	200 kms	**	
	Wentworth – Nelwood – Hyperna – Canopus – Morgan Vale (ruin)			Bush Camp
Day 4	Tuesday March 29th	190 kms	**	
	Morgan Vale – Pine Valley – Canegrass – Balah – Redcliffe – Chalk Cliffs – Burra			Caravan Park
Day 5	Wednesday March 30th			
	Burra – Rest Day			Caravan Park
Day 6	Thursday March 31st	200 kms	**	
	Burra – Chalk Cliffs – Fords Lagoon – Sturt Vale – Quondong Vale – Oakvale			Bush Camp
Day 7	Friday April 1st	230 kms	**	
	Oakvale – Loch Lilly – Coombah – Popio – Cuthero – Whurlie – Greenvale – Pooncarie			Caravan Park
Day 8	Saturday April 2nd	190 kms	**	
	Pooncarie – Wyoming – Karpa Kora – Wilkurra – Spring Hills – Garnpang			Bush Camp
Day 9	Sunday April 3rd	240 kms	**	
	Garnpang – Gol Gol – Boree Plains – Turlee – Prungle – Robinvale			Caravan Park.

** approximate kms

Hank Verwoert Ph (03) 9783 2718 Email verwoert@netspace.net.au

Bill Tuckey seriously ill

Veteran Australian motoring writer Bill Tuckey – a gifted humourist as well as automotive analyst – suffered a major stroke in early December.

Bill's daughter Elizabeth sent the following email:

We don't know much at this stage except that the next 24 to 48 hours will be critical ... For those of you who also know my mother, Marcia, I can tell you that she is obviously extremely upset, but she is coping ok at this stage.

The following article by Bill was published in *The Australian* in January 2008 and is just as relevant now as it was then.

Lost in the rush

Bill Tuckey

It took just five hours for the first road carnage newspaper headline to appear at the start of the 2007 Christmas-New Year holiday period.

A man was killed when a stolen car crashed at an intersection during a chase in Melbourne at 5am on December 20.

And so it began: the parade of news presenters, police using words such as

slaughter and issuing pleas to slow down, and graphic images of mangled wreckage, sobbing relatives and friends, and flowers laid at crash sites.

Properly analysed, road death toll figures demonstrate there is an extraordinary lack of debate about the real reasons behind fatalities and injuries in crashes. An examination of the figures shows that with all the speed and red light cameras, anti-alcohol measures, vehicle safety, improvements, road upgrades, street lighting and big spending on creative advertising over the past five years, the death toll has largely plateaued. Over that period total national vehicle registrations (adjusted for deregistered vehicles) have risen from 13.162 million (10.365 million of them passenger vehicles) to just over 14.8 million (11.51 million passenger vehicles). During 2007, an average of 9200 new (and safer) vehicles came on to the roads every month.

Data shows Australia has been very good at reducing road trauma. The death ratio per 100,000 population has been about the same for the past five years. Injury totals have declined significantly because of vehicle impact performance, faster paramedic

response and more effective medical intervention. As a result, holiday road trauma does not justify the alarmist treatment it gets or the authorities' shock-horror rhetoric.

Figures from the federal Australian Transport Safety Bureau show that for several years state authorities have set the Christmas-New Year holiday period at 13 days (in Victoria in 2007 it began at midnight on December 20 and ended at midnight on January 4). In 2006, the last full year for which ATSB figures are available, 62 people died: drivers, passengers, motorcyclists, cyclists and pedestrians. That represented an average of 4.7



deaths a day. The same figures show that for the entire year, deaths averaged 4.38 a day and the most lethal weekly period year-long is Friday to Sunday, when there is an average of 5.4 deaths a day. For the five days of Easter 2007, there were an average of five deaths a day.

It shows during holiday periods roads are no more dangerous than on the average weekday, and certainly safer than during normal weekends. And this is despite the diluting holiday logistics of extra distances covered, heavier traffic, bigger passenger loads, unroadworthy vehicles, drivers not used to distance driving, greater stress, more distractions and increased alcohol consumption.

Of 1000 drivers stopped for random breath-testing, two or less per 1000 tested positive (over .05) and 65 per cent of those tested between .05 and .08, according to Australia's data bank of driver blood-alcohol content, now the longest-running and most detail-rich in the world. A three-week blitz by Victorian police in the first three weeks of December 2007, yielded 989 positives out of 192,000 tests: a little less than 2 per cent.

All ordinary fatal crashes (can there be such a thing?) are attended by local police, not an elite crash investigation unit. So the death of a lone driver on a straight country road against a tree, in the absence of any obvious evidence of alcohol, drugs, another vehicle or braking marks, leads police to tick the box marked speed. Never

mind that it could be caused by 30,000km-old windscreen wiper blades crazing the windscreen, bald tyres, scored brake discs, no seat belts or even a huntsman spider falling into the driver's lap from a sun visor.

Excessive speed is a simple reason commonly cited to explain a very complex problem. There is no single reason for a crash. Every crash is the result of a series of tumblers falling in the wrong sequence. Multiple-death crashes are extremely rare occurrences. However, no official will admit that factors such as vehicle road worthiness, road engineering or maintenance, weather, or even untimely text messaging could be significant factors.

US National Health and Traffic Safety Administration researchers produced a survey of fatal crash data that found excessive speed to be a small or negligible factor. It blamed driver inattention, "failure to see", and loss of control as by far the commonest causes.

When 50 people died in the 1997-98 Victorian Christmas-New Year holiday period (which began that year on December 18), the government convened an immediate road safety summit. After meeting for one hour, the participants announced an extension of the zero blood-alcohol limit to the first three years of a licence and the suspension of the licence of any driver exceeding a speed limit by 20km/h. Their perspicacity was reinforced by a senior police officer, who used the much-run television footage of a red Falcon wagon that had been parked that holiday under a Hume Highway overpass and whose four sleeping occupants had been

decapitated by a semitrailer, to demand compulsory five-hour rest stops for drivers and, further, the mandatory use of crash helmets for all passengers.

About the same time the NSW Stay Safe Committee recommended that as most deaths happened on two-lane country roads, all overtaking on such roads should be banned in the state. Common sense prevailed in that case. In November 2004, Victorian premier Steve Bracks called for car speedometers to be capped at 130km/h. The motor industry considered it the stupidest idea ever suggested.

In 2002, Victoria followed New Zealand and Britain and painted a number of police road patrol cars in garish colour schemes. Police responded by hiding them in scrub and behind buildings to set up speed traps. (I watched a thick scrub set-up on the Princes Highway book almost 100 bike riders in 90 minutes as they returned north from the Australian Grand Prix on Phillip Island).

And so the road safety lie has been embedded, preying on road users' perceptions that if they don't drink and drive, or exceed the speed limit, they will be safe from the depredations of crazed drivers.

It reinforces the common feeling that if an act is made illegal, it will fix things. However, people will always ignore what they perceive as bad or unenforceable laws: tailgating, failure to keep left, the use of mobile phones and (in some states) the suspension of dangly objects from the rear vision mirror.

Several surveys have confirmed more than 30 per cent of drivers continue to drive while disqualified. Speed cameras can't stop that.

Yet, even as state governments project traffic infringement revenue into annual budgets, they continue to insist that fixed and mobile cameras - euphemistically called safety cameras - are located in black-spot zones and not used for revenue raising.

In 2005, NSW, which posts signs warning of fixed speed cameras, issued about 550,000 traffic infringement notices. Victoria - with fewer drivers, far less road surface mileage, and no such signposting - sent out 1.07 million; 82 per cent of those were for speeds less than 15km/h over the limit. Apart from a relative handful of cameras policing 40km/h school speed zones, the vast majority are placed on roads with high traffic volumes.

In May 2005, the South Australian Government announced it would spend \$35.6 million of its road safety budget of \$60 million on 50 new red light intersection cameras, adding to the 12 existing cameras that in their first year of operation in 2004 generated \$11 million in revenue. Yet the Government's official figures showed that over the previous eight years, disobeying traffic lights had caused only 1.34 per cent of fatal crashes.

Victoria Police runs almost 300 fixed speed and red light cameras, estimating that about three million vehicles are tabbed

every month. Yet so far Victoria Police and its enforcement partners, VicRoads and the Traffic Accident Commission, have refused to reveal any detail of the infringements from the new average speed traps set on both three-lane sides of the Hume Highway early in 2007. These set-ups measure average speeds up to 72km/h into and out of Melbourne, issuing fines for speeds averaging more than 3km/h over the limit over distances as short as 3km. There are no notices warning hapless interstate drivers.

Emphasis in all Australian states has shifted from surveillance and visual deterrence to speed measurement, as if this is the main crash factor apart from alcohol.

The overemphasis on speed as a factor justifies government investment in ever more sophisticated technology to trap more vehicle users; in fact, government polling shows this gives voters a nice warm feeling because the authorities are seen to be doing something. Thus, as mobile road patrols vanish, we are losing the ability to check on the use of phones, suspended licences, outstanding warrants, underage drivers, the wearing of seat restraints, lane discipline, tailgating, unroadworthy vehicles and the rest.

No longer do police sit and watch for those rolling through stop signs, as they did in the 1970s, nor can they lurk at railway level crossings to stop the growing incidence of vehicle-train crashes. They can't. They simply don't have the manpower, or are diverted to more revenue-worthy pursuits.

There are calls for more transparency and

more rational debate on new ways to lower road trauma, apart from the standard techniques of more disinformation to justify more technology and greater punishment.

The all-states Australian Transport Council created by the Howard government in 2000 as part of a road safety strategy set a target to cut road deaths by 40 per cent by 2010.

On New Year's Eve, Australian Automobile Association chief executive Mike Harris told *The Australian*: "Unless something serious is done, we've got no chance of reaching that 2010 target. In terms of the national road safety strategy target, we're actually going backwards when you look at the statistics."

And, based on the statistics, that "something serious" could well be understanding that the huge emphasis on speeding and drink driving may even be counterproductive. Anecdotal evidence suggests that 95 per cent of people don't exceed speed limits and even fewer drink and drive. So their belief is that if they avoid those offences, they don't have to pay much more attention to being safe or driving carefully.

Bill Tuckey is the former motoring editor of *BRW* and former editor of *Wheels* magazine.

Proposed 60th anniversary Redex rerun in 2013

Graham Wallis

Peugeot As the sixtieth anniversary of the famous Redex victory is coming up in three years time, and given the success of the fiftieth anniversary rerun, I thought it would be appropriate to organise something for the sixtieth. My current thoughts, given that it

would be impossible to duplicate the success of the fiftieth anniversary rerun, are to run something fairly low key, perhaps restrict it to 203s. It would be run over four weeks as before and would incorporate displays, social functions, sightseeing and some motorsport, although this time we are likely to restrict ourselves to some motorkhanas which will run as stand-alone events. This will make every event independent of CAMS, which will reduce organiser stress and most importantly reduce entry fees, which

are planned to be minimal. We would like to continue with the tradition of a vehicle to carry spares, all important given the age of the vehicles participating. The above are simply my ideas at the moment and anything is possible, depending on support from club members and of course Peugeot Automobiles Australia. I can be contacted via email at ewal7731@bigpond.net.au or mobile on 0429 939 619. I look forward to hearing from you.



Peugeot 508 picks up first accolade in Germany's Auto Trophy 2010

15 October 2010
Terry Martin

Readers of Auto Zeitung gave the Peugeot 508 first prize in its category ahead of 18 rival models.

The Auto Trophy awards have been given out for 23 years by readers of the German fortnightly auto magazine, Auto Zeitung (circulation of 200,000).

For the 2010 prize-winners, the participating readers chose from 400 models present or due for imminent launch on the German market split into several categories. Even before its commercial launch, 18.2% of votes cast the new Peugeot 508 as number one and beat 18 competitors to the top prize in the "Import" ranking of the "Mittelklasse" category, which is at the heart of demand on the German market.

Jean-Marc Gales, a member of the PSA Peugeot Citroën Managing Board and Executive Vice-President Brands accepted the prize at the Auto Trophy awards evening on 23 November in Dusseldorf, and declared:

"The Peugeot 508 marks the return of Peugeot to the large touring car segment. Its style and appeal combined with its sheer quality and new generation technologies, illustrate Peugeot's ambitions in this category of the market. The vote by readers of Auto Zeitung, several

months before its launch, gives us considerable grounds for optimism as to its future commercial success".

With the 508, Peugeot is reaffirming its presence and ambitions in one of its traditional segments, that of large touring car.



It will be marketed as of February 2011 in Europe and will be launched at the Australian International Motor Show in Melbourne mid 2011. Over a period of several decades, every model in the “40X” and “50X” range has left an indelible imprint on their time: due to a unique blend of style, road holding, versatility and robustness.

Derived from Peugeot’s extensive experience in the field of touring cars, Peugeot, as with each previous generation, has recognised the expectations of customers in this segment.

Customers who are active, committed, experienced and in search of modernity and status, albeit free of ostentation, who hold fast to certain values and are aware of their responsibilities. Such buyers are drawn increasingly to spacious, timeless and efficient cars: efficient in terms of liveliness, but also and not least in terms of greater efficiency. Naturally they require a car that will see them easily and comfortably through long journeys, at the same time guaranteeing durability.

Ken Thomas, General Manager/ Director added “The new 508 will be an exciting addition to the Peugeot range in Australia confirmed for launch mid 2011. Recently a number of our Dealers attended the Paris

Motor Show and were ecstatic with the overall design, technology and pure luxury offered in 508. The brand has a long history in Australia whereby many of our customers will welcome

the arrival of 508 saloon and Touring models. We are well into the planning stage to unveil 508 at the 2011 Australian International Motor Show in Melbourne and for sale soon after”.



Peugeot Australia head office relocation

Australia After eight years at Hill Road, Peugeot Australia is relocating its head office in Sydney - incorporating services with its parent company Sime Darby Motors Group Australia (SDMG(A)) and sister company, Ssangyong Motors Australia.

In a move that will take Peugeot Australia just “down the road” to the heritage listed Business Campus on Parramatta Road, this signifies Peugeot’s intent in looking towards the future and clearly marks Peugeot’s commitment to long term growth in Australia.

“We’ve invested heavily in creating a forward looking environment for our entire team, which includes a significant upgrade to our technical facilities and our now in-house customer service centre.” Says Ken Thomas, General Manager / Director of Peugeot Australia.

The amalgamation of the three teams will also strengthen internal capabilities, as SDMG(A) will create a “shared services” team, thereby shifting the focus for the operating units, back to that of operations and not administration.

“It is an exciting step towards a stronger future for us. An iconic, heritage listed building, with high visibility speaks to our dedication to selling automobiles and supporting our dealer network.” Mr. Thomas added.

The new address for Peugeot Australia, as of

Monday 6th December 2010 is:

Building A, Campus Business Park
350 Parramatta Road, Homebush NSW 2140

The Locked Bag address will remain the same.



Peugeot EX1 concept sets EV performance records

Bernard Bolch

Peugeot's EX1 concept has set an unofficial record for 0 to 100 km/h for an all-electric car of just 3.49 seconds.

Before a crowd of 200 invitees in the Chinese city of Chengdu, the EX1 was driven by French explorer Nicolas Vanier and Chinese blogger Han Han as the car set several new records for an electric racer.

The event took place at the Chengdu military airport in the province of Sichuan. Vanier established the new unofficial 0 to 100 km/h sprint record and also set a symbolic longitudinal acceleration of 1G over 39m.

Han Han set new record times for the EX1 on the 1/8 mile and 1/4 mile run with respective runs of 7.0862 seconds and 12.6754 seconds.

The Peugeot EX1 concept features a futuristic design with a "floating" grille, polished aluminum accents, and reverse-opening doors. Inside, occupants are surrounded by leather upholstery, metal trim, and a variety of digital displays.

Power is provided by two electronic motors which produce a combined 250 kW (340 PS / 335 hp) and 480 Nm (354 lb-ft) of torque. Furthermore, one motor is mounted

to each axle which gives the EX1 an advanced all-wheel drive system.

Peugeot said the series of performances represented a world benchmark in terms of acceleration for an electric vehicle and testified to the advanced, high-tech know-how of Peugeot when it came to alternative propulsion methods for the car.

Peugeot has high ambitions for China, the

world's biggest car market, where it has set itself the goal of doubling its market share by boosting vehicle sales to 500,000 units by 2015.

To achieve these objectives, the marque has defined a highly ambitious product plan with the launch each year of at least one product manufactured in China over the coming years.



Peugeot 90X breaks cover

Peugeot Sport

In parallel to its 2010 race programme with the 908 HDi FAP, Peugeot Sport has been busy designing and developing the prototype that will defend its colours in 2011. Having been kept secret in Peugeot Sport's factory in Vélizy, near Paris, the team's new endurance challenger – known under the codename 90X – has been out for its first track test. "Our intention was to take it out onto a track before the end of the year," says Peugeot Sport Director Olivier Quesnel. "I am pleased to report that we have now done that. Even so, there is still a long way to go and a considerable amount of work to be done as we prepare for 2011." The 90X complies

with the ACO's 2011 regulations, and notably incorporates a shark fin appendix on the engine cover. This new feature is designed to prevent the car from going airborne in the case of a high-speed spin.

As it did for the 908 HDi FAP, Peugeot Sport has opted for a closed cockpit, while the car meets the mandatory 900kg weight requirement. "We

are still exploring several options with regard to the engine and technology we will use," points out Bruno Famin, the Technical Director of Peugeot Sport. "Work on the engine's development is ongoing. Endurance racing is a proving ground that provides us with an opportunity to showcase all the brand's technologies."



Peugeot's LMP1 challenger

Marshall Pruett

Little is known about Peugeot's 2011 LMP1 challenger, but with the release of the first three official photos of the car testing at the high-speed Monza circuit in Italy, a number of items stand out as different from their 908 HDI FAP chassis that raced from 2007-2010.

The 90"X", which is expected to receive a formal chassis designation once testing is completed and the car is formally launched, appears to be a hybrid of old and new designs, making use of the carbon fibre 908 chassis with new sidepods, slightly different front fenders, new rear aerodynamics and a new power plant.

Designed by Paolo Catone, the 908 has proven to be one of the most capable prototypes of the past few decades, forcing Audi to retire its 3-time Le Mans-winning R10 early and beating its replacements, the R15 and R15 plus, at every major international event, barring this year's 24 Hours of Le Mans.

Whether Peugeot will unveil an all-new chassis to replace the 908 is unknown. Rumours of the 90X using some form of KERS-based hybrid system in conjunction

with a new engine — supposedly a twinturbo V6 — add to the intrigue of the new LMP1 machine, but until photos or audio evidence help to confirm Peugeot's 2011 drivetrain solution, the Velizy, France-based team will keep sports car fans guessing a little while longer.

The Peugeot 908 held such a large horsepower advantage over its rivals, the Peugeot Sport team never had the need to completely re-do its aerodynamics, but for the 90X, the car's aerodynamics are brand-new from the centerline of the front axle rearwards. Peugeot has gone to a roof-mounted air intake -- similar to the Toyota GT-One — replacing the large snorkels on the 908's sidepods.

Smaller snorkels are used on the 90X, most likely to feed the rear brake ducts. The next major change is to the rear fenders, with the wheel arch blended inwards and much farther forward, creating a smoother transition for the passing air to flow over and around.

The lower and more com-

pact sidepods close to the engine bay also likely denote a smaller package contained within its confines. The 90X uses the popular "swan" style of rear wing mount, first introduced by Acura in 2009, and the exhaust outlets have been moved from the sides to exit from atop the engine cover, similar to the Audi R15.

Finally, the 90X carries the new-for-2011 engine cover fin, which is meant to reduce the likelihood of the blow overs that happened rather frequently through the 2009 season.



Lex Davison and the 1956 Mobilgas Trial

Jon Marsh

Lady luck smiled on me at this year's All French Day when my number came up in the raffle draw. From the selection of goodies on offer I chose a book about the Australian racing driver Lex Davison, (Lex Davison – Larger than Life: Graham Howard: Turton & Armstrong Sydney 2004).

For younger readers not familiar with Lex's name, he was famous during the 1950s and early 1960s in a career which included hillclimbs, open wheeler and sportscar racing, trials and rallies.

He won the Australian Grand Prix four times, in 1954, 1957, 1958 and 1961. He was tragically killed in 1965 during practice for a Tasman Series round at Sandown.

What caught my eye as I flicked through the book was a photo of a very battered 403 which Lex and Peter Ward drove in the 1956 Mobilgas Trial. This car was given to them by Peugeot distributors Continental and General and Peter added two modifications: a solid Panhard rod to replace the standard tubular one and lap seat belts made by Aarons of Melbourne to aircraft specification.

The route covered 14,070km and took 15 days. They had many mechanical problems — the Panhard rod bracket tore out of the chassis and had to be welded. The original tubular rod was then fitted.

Front shock absorbers failed and steering arms bent. Front and rear springs settled. The starter motor failed. The front spring broke and had to be welded and re-set on an anvil to the correct camber (the early 403s had a narrow front spring which was prone to breakage). The rear of the bodyshell started to crack.

By Port Hedland, less than half the field was still in the event. On the 700km leg to Meekatharra disaster struck. To quote the book: "In the dark and in very dusty conditions, with Peter at the wheel and Lex asleep, they were travelling at least 50mp/h when they drove into the back of an unlit, slow-moving road train.

They were both knocked unconscious, and Lex had bad cuts to his head from the broken screen and the dash-mounted navigator's clock. The road train, quite unaware of the accident, lumbered on through the night.

First car to stop was a Sydney man on a holiday drive, who got them out of the car, lit a fire and put Lex under a blanket.

Other competitors stopped and helped, then the official Customline arrived, carrying George Reed and Clerk of Course Arthur Wylie. They lay Lex across the back seat with his feet out one window; Peter, George and Arthur crammed into the front, and 300km later they reached the hospital in Meekatharra.

Lex needed 22 stitches, and Peter remembered they took "a soup-plate full" of glass fragments from the cuts on his head and face. They were not the only trial car to hit a road

train that night, although the local police had undertaken to keep all road trains off the trial route for 24 hours.

Peter mentioned to a local policeman that the road train had carried no tail lighting. Yes, said the policeman; the lights fall off those road trains all the time.

The aluminium-alloy mounting buckles of the safety belts stretched and broke; by Aarons' calculations the load had exceeded 20G and the design specification for aircraft use was subsequently uprated; nonetheless the belts must have been crucial in avoiding further injury.

Lex never did compete in trials after the 1956 Mobilgas. He told friends if they looked closely at his forehead they could read a mirrorimage of the words "Caution Air Brakes".

Through The Pugilist



When Dick gave Liz the boot

Peter Wilson

Actors know only too well the risk of being upstaged when they perform with animals, children or Peugeots – even a 404 that has seen better days. So there was a challenge when Liz Taylor and Richard Burton in their seventh film together in 1967 took on a Pug.

Liz usually got \$1 million a film, but wanted the role of a German diplomat's wife so much when she heard it was being offered to Sophia Loren that she settled for half a million. That meant when Dick got \$750,000, there was change left to hire Alec Guinness and Peter Ustinov, and Liz's part was expanded to give her



more screen time.

Liz spent a lot of time looking great while the blokes talked and Dick, who had a fling with her film character, spent a lot of time either brooding about it or thinking

This was a few years before Peter Falk appeared on TV as Colombo and showed the best way of co-starring with a battered Peugeot was to talk affectionately about it every now and then.

Elizabeth, as Hollywood's most famous actress, had a life of great luxury, with mansions, rich hubbies, a \$1m de Havilland twin jet, a yacht and limousines yet could be unconventional.



The film was *The Comedians*, with a script by Graham Greene based on his novel of intrigue set when rebels were taking on Haiti's dictator Papa "Doc" Duvalier.

It seemed a good prospect as novelist Greene had done many scripts for film and TV, most notably *The Third Man* and *The Quiet American*, but became an underrated atmospheric political thriller.

about the next drink.

The picture was made in the former French colony of Dahomey (now Benin) so the Pug with rusty sills, missing trim and dents, could have been a borrowed local taxi.



She surprised everyone in the scene with the Peugeot. She was hiding from evil Papa Doc's men and though she was disguised with a scarf and an old coat, she took an extra precaution. She climbed into the boot of the Pug for her ride.

Liz was lucky she didn't sit up front with Dick – or maybe she knew she was safe in the boot. The mellifluous voiced Welshman may have had a wonderful way with delivering Shakespeare, Dylan Thomas and Albee's George, but he didn't have much idea about driving.

He probably never drove a car as a lad in Wales or a struggling actor. By the time he reached Hollywood cheques, he was being chauffeured everywhere. Like so many actors of his generation, he wiggled his steering wheel a lot and never quite in sync with the movement of the car. Still, the Pug handled the twisty hilly roads with aplomb.

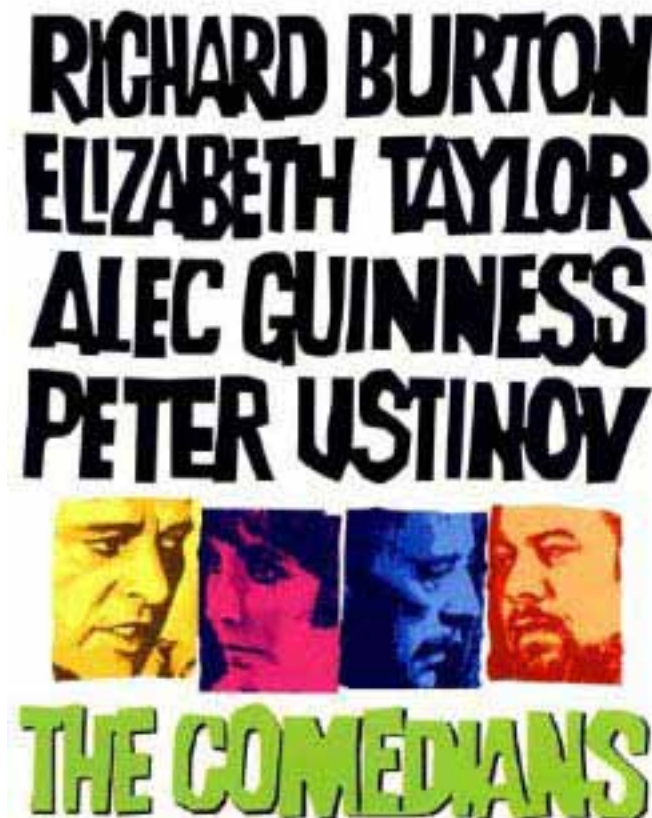


However, Dick didn't want moviegoers admiring that nimble sedan. On a tight bend he crashed the 404 straight into some roadside rocks and put it right out of the plot. It served him right – he had to finish the film on foot.

New Yorker Peter Falk, on the other hand, could drive. A recent Colombo rerun on cable had a helicopter shot of the 1959 cabriolet crossing the Golden Gate and the long close-up showed his hand steady on the wheel.

Alas, Peter's driving days are over. He injured his head when he lost control of his car two years ago and later was diagnosed with Alzheimer's.

Through The Pugilist



South African Peugeots

Mike Monk

At the end of October a handful of Cape Town journalists and their partners were invited to a gala dinner at Skilpadvlei, near Stellenbosch, to a Gallic triple celebration – the 200th anniversary of the Peugeot organisation, the 50th anniversary of the launch of the Peugeot 404, and the 20th anniversary of the charmingly titled Club Peugeot Afrique du Sud.

The venue's restaurant provided a convivial setting for a pleasant evening of reminiscences, presentations and general good banter. The club was formed on 11 August 1990 and it is the only active Peugeot club in South Africa.

Member's models date back to the 1920s, but the largest concentration date from the halcyon days of the 1970s and 1980s.

Enthusiasm for the marque is infectious – the club is aligned with similar groups around the world, and members from other clubs in France, the Netherlands and Belgium were at the Cape gathering.

The club is also affiliated to Peugeot South Africa, which regularly lends support through visits and invitations to shows and new model launches. Every year, Peugeot clubs from around the world meet in Paris under the auspices of L'Aventure Peugeot. The strong ties were personified by the presence of Peugeot SA managing director Jean Francois Bacos, who flew down especially to attend the dinner.

He was presented with a club trophy for display in the company's boardroom. On page 37 of the very first edition of CAR magazine in February 1957, a photograph of a Peugeot 403 was shown, the caption describing it as a "lively fourdoor saloon". And in November of that year, a Sydney Clow & Co Ltd advertisement for the "Superb Peugeot 403" appeared on the magazine's cover.

But it was the 404 that probably did most to establish the brand in the hearts of the South African public. The first CAR road test appeared in February 1962, in which the saloon – registered CA 404 – was described as being "a clear demonstration of the trend" towards improved safety in vehicle manufacture, citing the 404's "stopping power and handling characteristics" as primary reasons for the accolade.

The 404 was classified as being in the "2,000 rand-plus moderate luxury bracket" – it sold for R2,110 at the coast and R2,140 on the reef – the two prices being common practice at the time due to transportation costs from the harbours.

The test summary claimed "this is quite the handsomest car to come from the old-established Peugeot factory in recent years".

CAR tested some 16 derivatives of 404 up to 1979.

From CAR Magazine.



The lion-up at Bloubergstrand with the backdrop of Table Mountain and Table Bay



South African Peugeots

