

ROAR

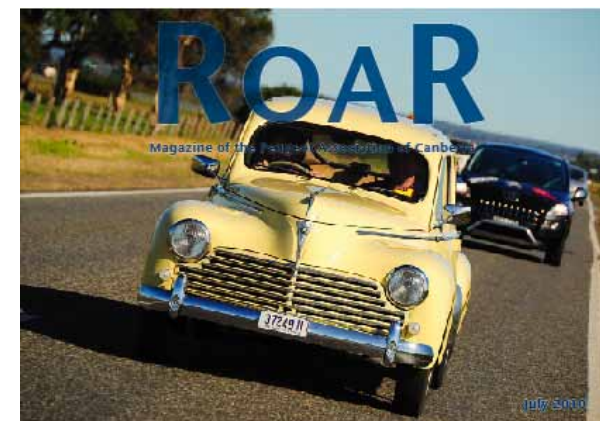
Magazine of the Peugeot Association of Canberra



July 2010

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ON THE COVER

Peugeot 203 owned by Hunter Valley members Malcolm and Stephen Goodwin on the round Australia Redex rerun.

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 and friends celebrated Bastille Day a few days early on Saturday 10th July at Teatro Vivaldi restaurant on the ANU campus. As last year, the food and wine were excellent, and a good time was had by all. Rick Phillips and John Bower showed great staying power by tackling one of the largest desserts, cunningly served in a huge, long stemmed glass, with a spoon that could barely reach the bottom of the glass – see photo.

Driving up to Sydney is a bit of a doddle these days, remembering as I do, the slow, winding Hume Highway of old. In the 1960s it was almost a day's drive, which included the delights of slowly traversing the infamous Razorback hill near Picton, usually in the exhaust fumes of many trucks.

The drive to Sydney is easy because the road is so good, but I find that it helps to have cruise control to make it even easier. Sadly, on a recent trip, the cruise control on our 407 went AWOL and I had to suffer the trip without it. Well, not entirely – the cruise control worked as a speed limiter and instead of holding a constant, chosen speed, it refused to let me go above that speed. Nice way to avoid traffic fines, but not really how it was intended to work! Bill McNamee will investigate at the next service.

On the way back from Sydney, we only had one stop – to join the throng of people stopped at Lake George to admire the zebras. They are totally incongruous artwork in the context of the Aussie landscape, but definitely a crowd-puller.

On Thursday 29 July, the "Peugeot Redex Tribute" will be in town, at Melrose Peugeot from 8.30 am, complete with Mark Baretta from the Channel 7 Sunrise Program. PAC members are invited to attend and enjoy a light breakfast and coffee. Sadly I am away that week, undertaking research in the highlands of New Guinea, where they are definitely no TV crews (well, not usually, anyway).

I will also miss the monthly club meeting on Tuesday 27 July at the Canberra Services Club at 8 pm, with dinner as usual from 7 pm.

I will report further on my New Guinea adventure in next month's column.



Keep on Pugging,

Brad Pillans

Brad Pillans

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CLASSIFIEDS

FOR SALE

405 1991 model, 5-speed

405 Colour white, grey trim. With books and Haynes Workshop Manual. Has done 260,000 kms. I have owned this car for the past 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. Central locking. In the past twelve months, has had 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.

Price - \$2 000.00 (with NSW Roadworthy certificate). Registered until 6 November

2010 - AL53HI. Phone David Brand on 02 6925 7272, 0418 69 3329, or email: dbjb@southernphone.com.au

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.

Manual

I am selling an original factory workshop manual for the Peugeot 505 series.

It is several hundred pages. I thought your members may be interested. You can view it at:

<http://cgi.ebay.com.au/ws/eBayISAPI.dll?ViewItem&item=280535002717&ssPageName=ADME:L:LCA:AU:1123>

Regards

George Georgevits +61 2 9411 4442

504 TI 1976

504 TI 1976. Maintained by PAC for past 21 years; 400,000km, 210,000km since top overhaul. Original condition. Engine uses no oil, drivetrain excellent. Reconditioned injector pump. Straight body, no rust, needs some paint. Interior excellent, original dash (no cracks). Registered until April 2011. Some spares. \$4,000 ono. Phone 0448 245 014 or home 02 6288 9854. See photo on right.



CLUB EVENTS 2010

27 July

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

29 July

The “Peugeot Redex Tribute” will be in town, at Melrose Peugeot from 8.30 am, complete with Mark Baretta from the Channel 7 Sunrise Program. PAC members are invited to attend and enjoy a light breakfast and coffee.

24-26 September

Oh3 weekend in the Hunter Valley

22-24 October

The Worm Weekend. This year it will be based at the Nagambie Lakes Leisure Park, Loddens Lane, Nagambie (off the Nagambie Heathcote Rd). Accommodation ranges from camping sites, powered and ensuited cavavan sites and luxury riverside cabins that sleep from 2 to 8 depending on your needs. Several cabins reserved, so when booking please mention that you are from the PCCV and receive a 10% discount. Phone 03 5794 2373, Email info@nagambielakespark.com.au

Take yourselves on a virtual tour of the park including cabin layouts at www.nagambielakespark.com.au. Milton Grant 0419 406 056 (PCCV)

Peugeot 508 revealed

Text and photos: Colin Handley

Peugeot has stuck with its three-digit naming strategy for its new 407 replacement. The 508, which arrives in Australia mid-2011, continues the three-digit tradition set by the 40- series and 50- series sedans. It will be unveiled in October at the Paris Motor Show.

The car's design closely follows the

SR1 concept car, and features a new high-tech interior and high quality finish. Under the bonnet, the 508 will get a new range of petrol, diesel and hybrid engines.

The range will be equipped with new technologies, including Peugeot's e-HDi system, essentially a new-generation stop/start system with improved driveability and economy.

It uses a 120kW 2.0-litre HDi diesel engine up front combined with



a 27kW electric motor at the rear, delivering a maximum output of 147 kW. It also benefits from an electric-only mode at low speeds, four-



wheel drive on demand, and low levels of fuel consumption and emissions - 3.8 litres/100 km or 99 g/km of CO₂, or 0 in ZEV mode.

The 5 also represents Peugeot's new styling direction and is expected to be aimed at the VW Passat, upper end Mondeo models and will also tackle the compact Germans from Audi, BMW and Mercedes-Benz. The 5 will combine the large 607 style of vehicle with the current 407. The design features a new take on the Peugeot grille and a BMW style kink in the rear C-pillar.

Compared with the current 407, it is more harmonious and streamlined. The 5 is 100mm longer



at 4790mm, 69mm wider and has a 90mm longer wheelbase, which should translate into more interior room for the production car. The 4810mm long SW is 45mm longer than the 407 equivalent.

At the front, the finish of the feline expression is spectacular with LED tube lights highlighted by a luminescent surround that blends with the body. A new lion logo naturally takes its place in a sculptured section at the end of the long aluminium bonnet. In profile the car gets bevelled, brushed-aluminum window surrounds, door handles in the same material, and sculpted 19-inch alloys.

Like past Peugeots the suspension has been set up for both high comfort levels and roadholding. Like the 407, the 508 will be available as a sedan and wagon,

which Peugeot calls the SW.

Based on PSA-Peugeot Citroen's platform 3 shared with the Citroen C5, the 508 will be produced in Rennes-La-Janais, in France, for the European market. From 2011, it will also be

built in Wuhan, in China.





The Peugeot 3008 Redex Tribute 2010

Karla Pincott

14 July 2010

Peugeot boss Ken Thomas says the 3008 doing the Redex rerun is an 'outstanding example' of a well-built car. Photo Gallery

Things have changed a bit since Peugeot made its name in the 1953 Redex Reliability Trial.

The event was a landmark for endurance rallies in Australia and also for the French carmaker, whose little 203 model driven by Ken Tubman won the 10,500km slog around the country - a great deal of which, in those days was just a collection of tracks through remote areas.

But bitumen roads will greet the two stock standard Peugeot 3008 compact all-wheel drives that take off this

Friday to re-run most of the 1953 trial in the Redex Tribute as part of their 200th anniversary.

Powered by a 80kW/240Nm 1.6 litre turbo-diesel mated to a six-speed semi-automatic transmission, the cars will travel from Sydney to Brisbane, then Bundaberg - Rockhampton - Mackay- Townsville - Mount Isa - Tennant Creek - Alice Springs - Adelaide- Melbourne - Albury and back to Sydney, missing only a side leg up to Darwin.

Drivers in the 1953 trial included some that became household names, such as Sir Jack

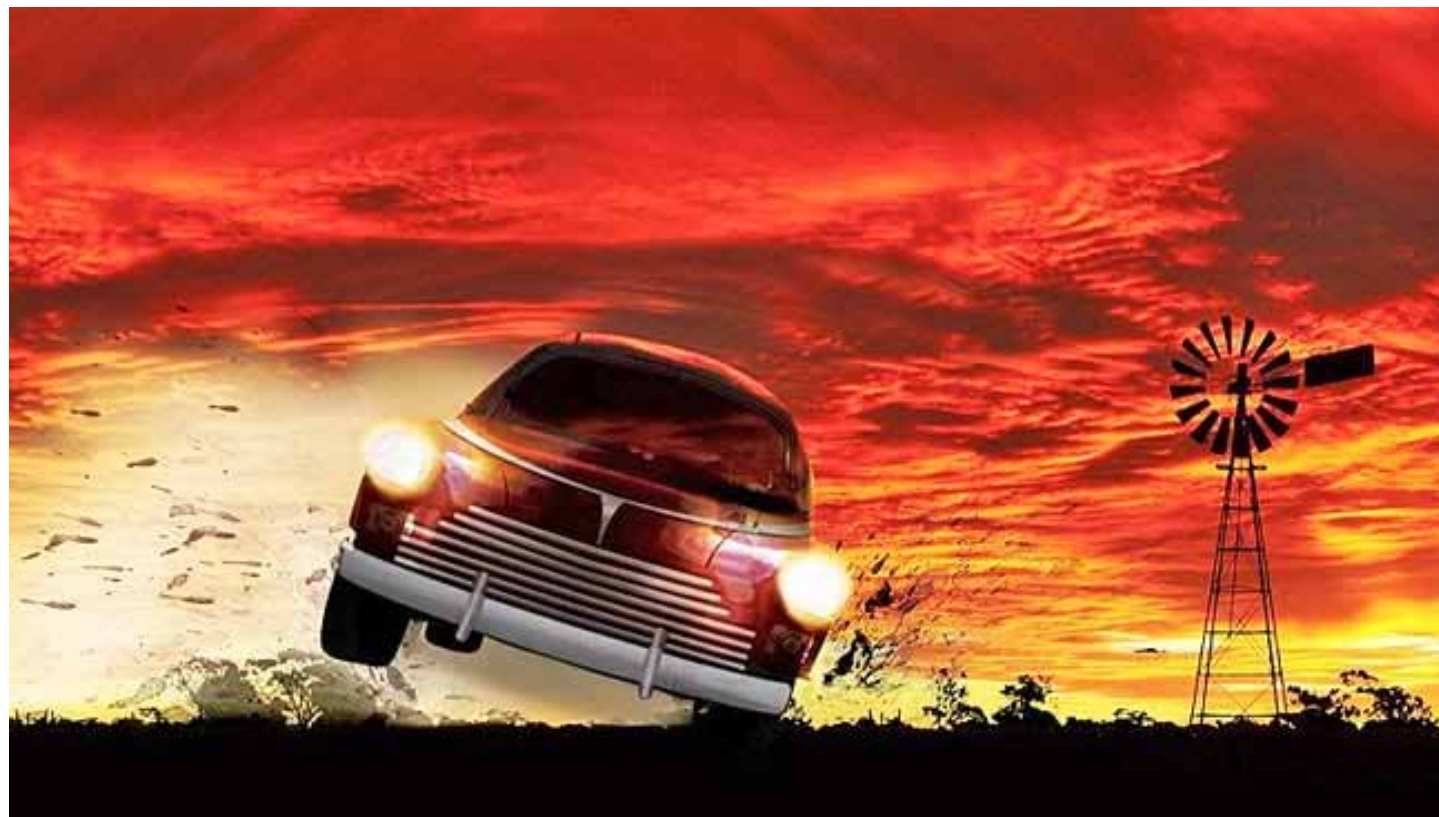
Brabham and Jack 'Gelignite' Murray, but Tubman's win became legend - and caused such a sales run that every new Peugeot in Australia sold within a week of the finish.

"It wasn't slick marketing - it was about the ability to demonstrate that the cars could cope with lots of pretty rugged conditions back then," says Peugeot Australia general manager Ken Thomas. "Australian roads outside Sydney and Melbourne were pretty ordinary in 1953 - they were just goat tracks."

Thomas admits that the Peugeot cars

of several years ago, beset by a spate of quality problems, may not have lived up to the reputation of the 1953 legends. But he says that the last two years have seen a return to high standards.

"There was an era where the quality wasn't up to our





standard - and we had to deal with that," he says. "I think Peugeot themselves got a bit of a fright when they were experiencing issues not only in Australia but in the UK - particularly with electronics. We weren't alone. Mercedes was suffering and so were other brands. But in the last two years, it's been outstanding. Warranty costs are dropping like a stone... the costs for how many parts we import under warranty are the lowest they've ever been."

Thomas says the 3008 model that will be doing the Redex rerun is an 'outstanding example' of a well-built car and will have no problem with the 8500km 15-day trek.

"We are approaching this in a way to prove that the 3008 is not an urban show pony - that it can emulate what its forebears did in the 203."

Courtesy Carsguide



A salute to Ken Tubman

Peter Wilson

It was a sentimental reunion when the pair of Peugeot 3008s making a publicity dash along most of the 1953 Redex Trial route were greeted in Maitland by a pair of NSW club Peugeot 203s.

Hunter Valley members Malcolm and Stephen Goodwin (yellow car) and Jon and Beverley Molvig (blue car) were waiting in their immaculate cars of the 1950s for the two new Peugeots on the first morning.

After photographs together, the meeting was marked by a run along Ken Tubman Drive, a road that a proud country town named after the local hero who, with John Marshall, won the adventurous original event in John's Peugeot 203.

Andrew Park in his Peugeot 504 also joined in.

There should have been a few more club cars to make a longer procession.

An enthusiastic group of club members in an assortment of Peugeot models, including a 203, had been at Driver Avenue, the Sydney starting point, before dawn to set out with the 3008s.

They travelled with them to the Channel Seven studio in the city for a TV segment, but along the way the club Pugs became separated at a traffic light.

"They didn't wait for us," NSW vice-

president Don Bailey, who was with his wife Janet in her 308 CC, said.

Some members, including NSW president Ross Berghofer in his 505 wagon, chased the Pugs as far as Maitland and then gave up.

"I didn't catch up with them until Port Macquarie," Steve Palocz, who set off in pursuit of the 3008s in his 500,000 km-plus 1970 504 Ti, said. He arrived at 2 pm, the others got there at 4 pm.

The Sydney TV stop had taken longer than planned and the 3008s were trying to make up for lost time in a busy schedule of dealer calls.

Organiser Kirin Tipping, of Peugeot Automobiles Australia, said the 3008s had attracted a lot of attention and a lot of people had met them with

their Peugeots along the way.

"We're getting some fantastic economy," she said after the cars had reported in at Coober Pedy for an overnight stop.

Despite the sometimes vigorous driving, the black 3008 had achieved 5.2 litres/100 km while the silver 3008 did 5.3 l/100 km and the Peugeot Partner support vehicle got 5.4 l/100 km.



First drive: Peugeot 3008

Steve Colquhoun

28 June 2010

Peugeot used to emphatically state that it doesn't do SUVs. Never had, never would, it said. Times, apparently, have changed.

It eased into the genre last year with the mid-sized 4007, a rebadged and re-nosed version of Mitsubishi's Outlander.

Only recently, though, did the French car maker finally cave in and bolt together an SUV of its own - the compact 3008.

But despite appearances to the contrary, the 3008 (pronounced three-thousand-eight; don't call it the three-double-oh-eight) isn't yet a full-fledged soft-roader.

The six models launched this week - three engine choices in two trim specifications - are driven solely by their front wheels.

A hybrid-powered, all-wheel-drive version won't arrive here until next year. The on-road biased soft-roaders in which it goes into battle is one of the market's strongest growth sectors, where the 3008 will take on the likes of two-wheel-drive versions of the Ford Territory, Nissan Dualis and Toyota RAV4.

Tall and boxy-looking and sporting a

distinctive grille that looks like a giant chip cutter, the 3008 is an important car for Peugeot Australia.

It expects to shift around 100 per month, or roughly one out of every six cars it sells here.

It's also an important statement car, and will be the first in the range to host the company's hybrid powertrain. The 3008 is a difficult car

to categorise.

Marketed as a compact soft-roader but lacking all-paw grip, it looks like an oversized hatchback and with its chunky, low stance, has been unkindly compared by British motor-ing media to a wombat.

Despite the odd proportions, it's actually quite attractive in the metal from some angles



and draws plenty of curious glances.

One of those comely angles isn't the rear, which looks like a 308 hatchback that's had a horizontal wedge welded in by an over-zealous and vision-impaired panel-beater.

Inside, there's more to like. The cockpit is well made from quality materials and generally well thought out, although a row of six toggle switches bridging the top of the centre buttons are try-hard and lend an overly busy feel to the controls.

Beneath them, the audio and ventilation controls rake rapidly backwards, making some switches too far away and others too close to the driver.

The 3008's showpiece is its head-up display, with a transparent piece of glass that flips gracefully out of the dashboard directly in front of the driver to show a digital speedometer and, on the XTE model, a distance control sensor that monitors the distance between your car and the one ahead, flashing a warning if you get closer than a pre-set distance.

I found the head-up-display to be one of the most legible and easy to use on the market, but others complained it distorted their view in certain conditions.

The seats - leather in the XTE models we drove - were supple and well made, if a little slippery and unsupportive in cornering.

Electric adjustment is a cost option for the XTE model only. A chunky leather-shod steering wheel is beautifully made and looks

like it belongs in a sports car.

Dual-zone climate control air-conditioning is standard on all models, as is Peugeot's first ever electrically operated park brake.

A panoramic glass sunroof (standard on XTE model) adds plenty of natural light to the cabin. The chillable centre storage bin between the two front seats is massive but the door hinges away from the driver, making it difficult for the driver to see into and impossible to safely grab something while driving.

Otherwise there are plenty of well-thought-out storage options. The front-seat passenger gets a centrally-positioned, leather-lined grab handle that's at least as much design feature as a practical assistance.

Space in the rear seat isn't overwhelming, with 180cm adults likely to find legroom constrained. Headroom is generous, though, and thoughtful touches such as retractable sunblinds in the doors will be appreciated by parents.

Rear seat passengers get their own air vents, although the apertures looked disappointingly flimsy in our test cars.

Another of the 3008's unique attributes is a moderate boot space featuring a floor that can be set to three positions, varying the amount of under-floor storage and allowing easier access to heavy items like prams.

A horizontally split-folding tailgate adds further flexibility, while the 60:40 rear seats fold flat using remote levers in the boot.

There's also a ski port, and tie-downs. Tyre and wind noise are generally well suppressed, while the ride can become terse on typically

sharp-edged Australian country roads.

All models are fitted with a dynamic roll control feature that supposedly arrests the tall 3008's considerable propensity for body roll.

In practice, it probably eliminates about 50 per cent of the movement - probably enough to placate most soft-roader drivers for whom sharp cornering skills aren't a high priority.

Peugeot is justifiably proud of its tough, torquey diesel mills and the 2.0-litre diesel fitted to our first test car doesn't disappoint for the most part.

It's surprisingly quiet and flexible, although annoyingly hesitant when summoning instant squirt, something that could become an issue around town.

Pushing the auto transmission into sport shift mode and changing gears yourself helps overcome the worst of the lag issue.

We saw fuel consumption averaging around 7.2 litres per 100km, not too far from the official figure of 6.7L/100km. The 1.6-litre turbo-petrol engine works harder and drinks considerably more.

Even lazy inclines on country roads require downshifting, while demand for more overtaking acceleration result in a jerky kick-down and ferocious noise.

It all exacts a heavy toll on the six-speed auto, which shifts around almost at random and sometimes holds gears far longer than it should.

Fuel use around 9.0L/100km was disap-

pointingly high for a small car and well above its official 7.8L/100km. The third model in the range, a 1.6-litre turbo diesel engine, wasn't available to drive.

With official fuel use of 5.1L/100km and CO2 emissions of just 135g/km, it could yet prove to be the pick of the 3008 litter. Perhaps the 3008's biggest selling point - and the biggest question mark - is its off-road ability.

Driving the front wheels only, it shouldn't have any, but optional on all models is a switchable "grip control" system that modulates torque and traction to initiate wheelspin that cleans the tyre tread, creating more grip.

Using special mud-and-snow 16-inch tyres, it showed impressive ability on a mildly muddy incline to pull the 3008 clear of the mire. We're yet to see how it would handle a snowy road, where the rear wheels have no drive to catch a slide.

There's also the small matter of the 3008's lack of a spare tyre, with a puncture kit and compressor likely to challenge some owners' courage to stray too far from bitumen. With prices starting from \$35,990 (plus on-road and dealer costs) for the base model XSE version of the 1.6-litre turbo petrol engine and rising to \$42,990 for the 2.0-litre turbo diesel XTE, the 3008 is competitively priced as a semi-premium offering against other compact soft-roaders claiming some limited off-road



ability.

It's still far from perfect, but the wombat-like 3008 has enough going for it to carve out a cult following among Peugeot enthusiasts and might even steal a few sales along the way.

Peugeot HYmotion 3 hybrid scooter To enter production In 2010

July 10, 2009

While Italian scooter manufacturer Piaggio is currently the only brand offering a hybrid scooter for sale, it appears they won't have the petrol-electric motorcycle market to themselves for long.

Peugeot has announced its intent to bring out a hybrid scooter of its own, which will be based on the HYmotion 3 concept and be powered by a supercharged 125cc petrol engine driving the rear wheel and two electric motors driving each front wheel.

Fuel consumption is estimated to be an ultra-low 2.0l/100km and CO2 emissions are rumoured to hover around the 47g/km mark. Those are slightly higher numbers than the Piaggio, but given the HYmotion's semi-enclosed design some may be willing to forgo a little economy in exchange for better protection from the elements.

There's no word yet on

how far the on-board battery will take you in EV mode, nor whether a plug-in charging system will be supplied.

Regenerative braking and a start-stop system were key features of the concept, however if Peugeot launches the HYmotion 3 without a plug-in charging capability it will be at a sig-

nificant disadvantage to the Piaggio which, theoretically, could run indefinitely without petrol.

Peugeot's current plans for the HYmotion 3 see production beginning before the end of 2010. Pricing and market launch dates are still a mystery.



Flash's ex-175 on show in France

July 10, 2009

Flash Flanagan's rare former Peugeot 175 was on show in France recently.

Flash sold it to Robert Planes in France in February 2009, who took it to the recent international meeting of Peugeot clubs at Sochaux.

"It is good to see he keeps it as polished as I did and that he is driving it," Flash said. "I cannot quite make out the detail in the pictures on the board in front of the 175 but I think the picture of the car has Carolyn and I in it (at Roger Keft Autos in Queanbeyan).

"The yellow sheets are the FIVA dating certificate and the rest are copies of articles and pictures of the car being raced by the one of the previous owner to me Peter Orr in the 1930s, '40s and '50s."



Along dirt roads to a mountain top

Neville Summerill reports on the southern first part of his Fifty Years of the Fabulous Peugeot 404 Run.

On Sunday, 30 May, on a wet morning at Queanbeyan, 13 Pugs were ready to roll on the Puger Bugger run.

We first inspected Chris Reed's collection of mainly Pugs and also Citroëns, Morgans and Mercedes, Sprites, together with Colin's 404 cabriolet, which he recently purchased. There was much interest shown in the projects. Most of the women were pleased that their partner's projects back home were relatively small.

From the pie shop at Bungendore, we headed to Bungonia Gorge on our first gravel road of the trip, with the rain getting heavier. Looking out over the Shoalhaven River the gorge became a spectacular sight but to the left was a ruddy big quarry, where the limestone is extracted to make cement so that we can build skyscrapers in Sydney. We collected another 404 here, whose driver and navigator joined

us as we headed further north to fuel up at Marulan, then made a quiet drive through the towns of Wingello, Bundanoon and Moss Vale, with a detour through Kangaloon – an old area, but beautiful country. Sometimes the best is off the main routes.

We did miss a turn and ended up in Robertson by mistake, then down the Macquarie Pass to Albion Park, where we went via Jamberoo to Kiama. At the caravan park we were met by Greg and John from Figtree, who came and said hello.



Wild weather overnight caused quite a lot of damage in the area. We were ok and had a great meal at the local leagues club. On Monday morning we assembled at the Kiama blowhole in very blustery conditions; we now had 15 Pugs. We headed west up Jamberoo mountain pass, but the wind had closed the Fly Walk where there was heavy cloud. So we enjoyed a coffee break in the cafe. During these breaks, much Peutalk always takes place.

On Monday, we had a lovely drive through Burrawang, an old town south of Kangaroo Valley, and over Cambewarra Mountain to Nowra. We gained another 404 and saw Keith and Hilma Bridge's Pug collection. Keith has just finished restoring the 203 his brother raced in the early 60s. Painted in pale green with dark green trim, it was an immaculate job. We also saw the bob-tailed 203 rally car along with the 404. We stayed the first of two nights at Batemans Bay. On Tuesday, the weather was fine and clear. We spent a couple of enjoyable hours at Mogo Zoo. It was clean and the animals seem to be well looked after. Seeing the white lions being fed was first class. There

were old Peugeot signs around the enclo-

sure as Peugeot had sponsored the first white lions born in Australia, named Purr and Jo [plus a three year sponsorship deal to help breed more white lions]. After lunch at Moruya we called at Bingie Pottery to see how pottery is made and fired; crystals are used there to give some remarkable results. The Pugger Buggers came away with quite a bit of ballast – a great demonstration of appreciation of the art. We also saw cooking oil turned into distillate.

Back at the Bay, we had a great dinner at the Catalina Club. The Peutalk was mainly on ways to make the Pugs go faster or handle better, which in my book is not needed as they are possibly the best balanced car for that time and in the present day, too. On Wednesday we lined up for our photo shoot – 13 404s, one 505, one 504, one 405 and a Mazda, making a great show of club cars – before setting west for Braidwood and its model car shop. At morning tea in the misty park, Hilma's 40th birthday cake for the fabulous 404 was cut and enjoyed.

From Araluen, we went up the steep, winding narrow track to



Majors Creek. It was wet and I did not know what condition the road was in – it would not have been possible to turn around – but it was freshly graded. We lost Allan Parker and Rob Payne somewhere and waited for them before taking the road to Cooma over the Snowball Mountain. Coming into Numeralla, a call was made on the CB to find more gravel roads, so we went by Carlaminda Road, which I have never travelled on before. It was a good run. Everybody seemed to like the dirt roads – quite adventurous for city people; I suppose they usually travel more direct routes.

Thursday was quite mild for Cooma as we headed to Bunyan to inspect Bill Shanley's tractor collection. I had asked the men-folk to leave their credit cards with their better half in Cooma.

The collection numbered 96 tractors, a third of which were restored. The first shed housed the green and yellow John Deere tractors, dating back to the 1950s, with some fine examples. The next shed Bill calls the Chamberlain shed, again the tractors from the early 1950s. These tractors were made in Western Australia and were very successful in agriculture. In those days we could make things, not like now – all Chinese; somewhere along the

line we lost the plot.

Then it was a wander through history at Flynn wrecking yard. Once “an eyesore”, it is now a tourist call, with some 4,000 cars, dating back to 1927. Only a few Pugs are still there – nine 203s and a couple of 403s, 404s, and 505s

Heading for Adaminaby, I found another gravel road, through Shannon’s Flat, arriving at the Adaminaby pie shop for lunch. The water was low at Old Adaminaby, but still above the old town, with only old tree tops that lined the streets visible.

At Buckenderra Resort Cabins, which boasted water views, we needed strong binoculars to see the water. Another dirt road took us to Eucumbene Cove and the dam wall.

Back in Jindabyne, everyone went shopping for food for the next night’s dinner and breakfast at Bondi Forrest Lodge (Mila), as this was a former prison camp when the pine trees were planted by prison labour – a good, cheap way to get the job done. I did not know what the accommodation was like so I said the toilets were several hundred metres away, that the showers were communal with no curtains.

It was quite a mild morning for the biggest day yet, nearly all gravel into Victoria down the Barry Way. This

road has some of the best views of mountains, valleys and rivers to be found anywhere in the world, with many lookouts and rest areas along the once mighty Snowy River, which had a healthy flow due to the heavy rain a few days before.

Although it is only about 140 km from Jindabyne to McKillops Bridge, I reckon it rates as one of the greatest tracks in Australia, with virtually no traffic and the road newly graded and perfect.

Lunch was at McKillops Bridge – a massive structure and one of three bridges to cross the Snowy River. Built in 1930, it was washed away and rebuilt about six metres higher; even so, the 1971 flood reached the decking – a massive amount of water.

After 40 years, I am now enjoying the 404, as I never really enjoyed them back then. I was tour leader most of the time and it was really great to see the cars strung out along the road when looking back.

At our overnight camp, it was a scramble to secure the best bunkroom and to check out the loos. Everyone was pleasantly surprised and the accommodation was pretty good. After dinner, the red wine appeared so there was much merriment in the kitchen cum lounge; again much Peutalk and even of tattoos.

Some of us decided to sleep in next to the fire in the big hall where it was warm, but I did not have a good sleep as Peter Wilson was up most of the night stoking the fire. At briefing, the hat was passed around for the night’s ac-

commodation – \$30 per person.

On Saturday, the last day, Allan’s car needed a tow to start before we could head to Craigie, into Victoria. At Mount Delegate the fog had cleared enough for us to climb. It was a great sight to see 17 old Pugs on top of the only mountain to rise out of the plains in Australia, with just enough room to turn around for the descent.

We visited my collection where the Pug dump created interest and some bits found new homes. After Bombala, we travelled down the mountain to the Sapphire Coast Historic Car Club, south of Pambula, to view their members’ collection of some beautiful old vintage cars.

It is a great set-up with a conference room, kitchen and workshop. There I was embarrassed with a presentation for organising the trip. Dinner at the Pambula Golf Club finished our trip.

The celebration for the Peugeot 404, I feel was a great success with a good roll-out of cars, with many being better than new and not all Alpine White. All in all, part one of the anniversary celebration trip was great with good cars and most of all good company along the way, even though the weather looked rather average, the first two days being wet.

I am looking forward to part two later this year. A big thank you all for making it happen.

Through The Puglist

Neville's 50 years of the fabulous 404 tour

Neville Summerill

Come and join me and the Pugger Bug-gers for the second part of the fifty year celebration of the fabulous Peugeot 404 during the celebratory drive in the north-east of New South Wales.

This run starts at 9:00 am at Lithgow on 28 August 2010 at the Lithgow Tourist and Van Park.

During the following week accommodation will be a mixture of caravan parks and motels.

As some parks do not have a large number of cabins I ask that you book early then contact me with the details, preferably before the end of July on telephone number 02 6458 7208, after hours.

This trip will encounter minor and gravel roads. If you drive to conditions you will be OK.

We will be crossing the escarpment several times, and more or less crossing the Great Dividing Range many times.

This event is a reunion for past and present owners of the great 404 motor car, some of which are still used as everyday transport.

Many club members use them in com-

petition with some great results. How many 50 year old cars can do this today?

Members with other models are most welcome to join the fun.

Here is the itinerary, with * denoting where I am staying.

Friday 27 August 2010 Lithgow Tourist and Van Park* 6351 4350

Lithgow Lithgow Valley Motel 6351 2334

Saturday 28 August Bucketts Way Motel* 6558 2588

Gloucester Gloucester Country Lodge 6558 1812

Sunday 29 August
Moon River Motor Inn* 6562 8077

Kempsey Park Drive
Motel 6562 1361

Monday 30 August New
England Motor Lodge* 6732 2922

Glenn Innes Glenn
Haven Motor Inn 6732 3266

Tuesday 31 August
Tally Ho Motor Inn* 6736 1177

Tenterfield Tenterfield
Motor Inn 6736 1023
Wednesday 1 September
Murwillumbah Motor Inn* 6672 2022
Murwillumbah Tweed

River Motel 6672 3933

Thursday 2 September South Tweed Motor Inn* 07 5524 3111

Tweed Heads Twin Towns Motel 07 5524 3108

Friday 3 September Look Out Motor Inn* 6657 2511

Dorrigo Heritage Motel Hotel 6657 2016

Saturday 4 September Great Lakes Motor Inn* 6554 6955

Forster Jasmine Lodge Motel 6554 9838

Sunday 5 September Avina Van Village* 9627 1847

Vineyard 217 Commercial Road



Peugeot 309 spotted!

Paul Bond

12 July 2010

This is the proof that Peugeot's new smile is spreading across the range. A snatched spy shot has caught the successor to the 308 hatchback with the latest family grille, as seen on the 508 family model.

Called the 309, it's the third model we've seen of the 14 new cars that the Lion brand plans to deliver in the next five years.

This prototype gets the latest family look, overseen by design chief Gilles Vidal, albeit with a much more plunging version of the toned-down grille. The 309 retains the overall shape of the 308, but adopts the new face from the SR1 concept, seen at March's Geneva Motor show.

Prominent details to mark it out from the model it replaces include the jutting front bumper, which boasts LED running lights, deep grooves along the bonnet and subtle creases in the doors.

When the 309 hits dealers – and a Peugeot spokesman confirmed that it won't debut until 2013 – the main focus apart from the fresh looks will be on improved economy and emissions. The strongest-selling engines are likely to be the 1.4 and 1.6-litre HDi diesels.

Peugeot's e-HDi Start&Stop system

will feature prominently in the range, and bosses predict that, by 2013, a third of all its oil-burners will use this 'mircohybrid' green technology.

It's unclear how accurately our image reflects the final car, but it's possible the prototype could be a '3 by Peugeot' concept, designed to test public reactions to the all-new look. This would follow the '5 by Peugeot' seen at Geneva, which was essentially a production-ready 508.

Courtesy Auto Express



308 driving sales

Peter Wilson

A spectacular recovery of Peugeot 308 sales in May underpinned Peugeot Automobiles Australia's best monthly total since June last year.

Extended warranties and other end-of-the financial year sale perks for buyers helped put another 333 308s on the road, a 16.8 per cent improvement on the 285 the previous May. The above-average result for the model helped make up for disappointment with other numbers.

While the May total of 524 units was 4.2 per cent ahead of May last year, according to the automotive industry statistician. In comparison, the national market had a record May, with an 18.3 per cent improvement on May 2009. The official year-to-date figure of 2,312 Peugeots was still 5.1 per cent down on the same period last year. However, Peugeot's position is improving and while it still has to hit top gear again, it remains well ahead of the other French makes.

Private buyers have returned in droves, according to the Federal Chamber of Automotive Industries in its review of the month ahead of more reports of pre-election fall-

ing consumer confidence. The revived buyer interest helped bring national vehicle sales to 422,446 to May. In a tough market where SUVs of all sizes are leading the charge, with a 28.9 per cent increase in latest monthly SUV sales Peugeot has big hopes for the new 3008. Another 11 3008s were registered in May – that's 41 of them so far – and first sales will kick in soon and will determine whether this tall model will attract a strong response.

The other Pug SUV, the 4007, showed steady interest with another 38 sales. Promotional incentives could improve the result for the offroader in June. Another 69 Peugeot 207s were registered, the second best month this year but 21 units down on the previous May. Although the 207 range is not being promoted in Peugeot's full-page newspaper sale advertising, its prices have been reduced to tempt buyers.

A salesman told The Pugilist he could sell two-litre Peugeots all day if they were under \$20,000. Well, the 207 XR manual now starts at \$19,990 and he'll do all right if he either avoids mentioning it has a 1.4-litre engine or he praises the engine

performance to the hilt. Meanwhile, a Peugeot response to the press on the limited numbers to be available here of the glamorous next new model, the sporty RCZ, was that the company was a niche model specialist. It has certainly done well with its niche models such as the CCs, which eventually its rivals copied, the coupés and the 607 (though sales of the Pug with everything barely topped 100).

In May the 207 CC had its best result since February 2009 with 31 sales. The newer 308 CC found 16 buyers after a bumper 40 in April, compared with 13 the previous May. However, Peugeot's recent



problem has been that one of its major model ranges has slowed almost to the volume of niche models – the diesel-only 407 was down to 16 units in May.

The 407 is not holding its own with the Citroën C5 (48 sales in May), which is made on the same platform and on the same assembly line, and it is being run out gradually ahead of the arrival of its replacement, the 508, next year.

In the commercial range, two Experts and eight Partners were sold. Of the other French, Citroën had a C4- and C5-led improvement to achieve 120 total sales, 18 units ahead of the previous May and its first positive month in many.

Renault had a dreadful month. Its sales of 91 units were 55 per cent down on the 203 the previous May. On the national market, Toyota, despite all overseas reports of troubles, still had Australian buyers jumping and led with 17,832 units sold and a 20 per cent share. Holden had a 12.8 per cent share with 11,381 units and Ford 10.1 per cent with 9,022 units. Hyundai moved 6,378 units. The new player, Great Wall from China, sold 581 units, making 2,397 registered this year.

It will be interesting to see if its prices can be maintained as Chi-

nese factories respond to workers' demands for higher wages. Cars from China won't be cheap forever.

Through The Pugilist



Peugeot mechanic makes history - Part 2

Courtesy Murder Case Book, through Peugeotmania

We continue the story of Bonnot, a Peugeot mechanic of old.

On the night of 20 December 1911, Bonnot, Garnier and Raymond were joined by an unknown 4th man. At midnight light rain began to fall— but not enough to hide the sound of a

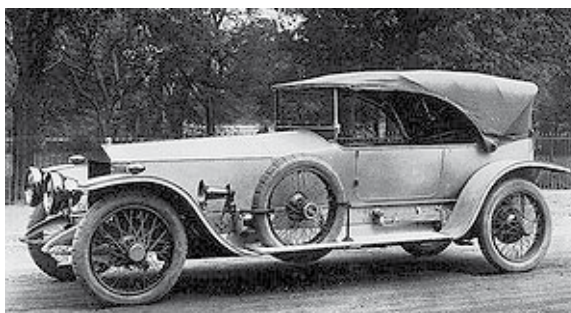


Junes Bonnot

break-in. Bonnot had noticed a Delaunay—Belleville idling next to the kerb not too far away, so before too long Bonnot had acquired the car and they were speeding down the road.

It was then that Bonnot proposed another plan, to rob a bank messenger. At 5.00 a.m. on 21 December Paris was waking up and Garnier headed for the Rue Ordener. Cars like the Delaunay-Belleville were rare sights in these parts of town. But the early morning air was freezing and the few people around were in too much of a hurry to keep warm to notice the luxury car which cruised around, gleaming in the glow of the street lamps.

Nevertheless Garnier was nervous as he waited while Raymond and Bonnot got out at a bar to warm themselves with a cup of hot milk.



Delaunay-Belleville

More and more shops opened and the streets became lighter and busier, then the car's engine started to make an alarming noise. The fan belt had snapped and the engine was overheating, Callemin and Raymond were for

giving up but not Bonnot. Bonnot drove to a hardware shop and bought and fitted the new belt and drove back to Rue Ordener.

At 8.50 a.m. the thin chilling rain was still falling. They sat, engine running near a bank, scanning the now thronging pavements for a sign of a bank messenger. They were armed to the teeth, between them they had 400 cartridges, Bonnot and Raymond had six revolvers each and Garnier had three. The two bank employees were walking in a relaxed stroll, heads ducked down against the icy drizzle.

Suddenly one of the bank employees spotted Garnier's eyes and the flash of his revolver. A shot rang out, the messenger fell to his knees and the bodyguard raced into the bank screaming to raise the alarm. Callemin grabbed the two bags and he and Garnier raced back to the car. Bonnot drove off not too fast with Callemin shooting into the crowd.

He headed up Rue Cloys but unfortunately a bus was coming down towards him.





Bonnot swerved violently to avoid the collision and sped off. Witnesses to the ensuing obstacle race out of Paris stated that he never once reduced speed despite narrowly missing a huge pile of

sand and several lots of road works. They reached the suburbs having thrown off all pursuit miles back and they undid the money bags. Little did they know that all they got was some bonds and small change, for inside the messenger's jacket, attached by a chain, there remained a wallet containing 20,000 francs in notes.

The air in the car was heavy with disappointment. Had they killed a man for so little? Bonnot was pragmatic, there was nothing to be discouraged about, they would exchange the bonds and meanwhile they had a little something to live off while they planned their next strike. They decided to dispose of the car, it was too visible. With this in mind they set off for Rouen but ended up in Dieppe. There they abandoned the car in the wet sands and headed for

the railway station. They were back in Paris at 1.00 a.m. Bonnot's intrepid driving was big news. The evening papers were full of the holdup and the first ever use of a getaway car. The * Excelsior * relegated all other news to the inside, and gave up the whole front page to the story. The opportunistic Fichet Company placed this advertisement the next day, "Fichet's armoured vans, for transport of monies".

The following day the chief of police authorized all bank messengers and bodyguards to carry firearms. What had struck the people of France most was the daring impudence the gangsters displayed in carrying out such an act in broad daylight with so many witnesses. The reaction varied from contempt to fear and grudging respect. Fear sprang from the horrible realization that the police, who had only just

been issued with bicycles, were powerless when faced with criminals in racing cars.

So there you have it, ex-Peugeot mechanic pioneers the getaway car and makes history.

Jules Bonnot could not have known what he started in using the car as a means of escape. And others would not have believed that movies would be made about this particular Peugeot mechanic.



Peugeot's 'Mu' urban mobility solution

Dave Leggett

6 July 2010

Peugeot in the UK has launched its 'Mu' mobility rental scheme as a pilot led by two dealerships in London and Bristol.

The scheme has already debuted in continental Europe and is designed to offer a flexible 'mobility solution' to urban dwell-



ers, as well as promote the Peugeot brand and its products to potential customers.

The firm maintains that the scheme is ground-breaking in that it offers Mu account holders (who do not have to be existing Peugeot customers) the opportunity to rent from Peugeot's wide range of product offerings (which embrace bicycles, scooters, cabriolet coupes, MPVs and vans

– and electric cars when the iOn arrives) on pre-booked flexible time terms that can include half-days.

The initiative is seen by Peugeot as one that enables customers, especially in urban areas where car ownership may come with added drawbacks, to utilise Mu as a means to more efficiently meet their overall transportation needs through occasional rental.

Peugeot says Mu differs from traditional car hire due to the level of service offered (accessories such as roof boxes are available and all vehicles offered are under six months old). Also, you will know what vehicle you are getting and it will be appropriately prepared for you without the kinds of uncertainties to vehicle condition said to be associated with car club rentals by the hour.

Mu participants open an account online, receive a Mu card and then purchase Mu points (or credits) online that they can exchange for rentals. There will be special signage inside the dealership, a Mu reception desk and also point of point of sale advertising material that will direct customers to the Mu area.

Peugeot cites a number of examples where it sees Mu rental appeal – such as a larger vehicle for a family holiday, a van to assist with DIY loads or a cabriolet coupe for the weekend getaway.

Mu is already working in Brest, Lyon, Nantes and Rennes in France and in five dealerships in Paris and in the capital cities of Germany, Spain and Italy, each utilising the facilities of the Peugeot dealer network. The new mobil-

ity service will be deployed in nine European countries between now and 2011.

But Mu is clearly designed to operate as more than a glorified rental scheme – an underlying purpose is to promote brand loyalty, reach out to new customers and also to get potential car buying customers driving the latest products.

UK Managing Director Jon Goodman emphasises the role of leveraging the dealer network and the scheme's learning objectives. He says he is confident that Mu will naturally generate some sales leads in the future and that he could sell it right now to corporate customers, but that's not the point.

"This is running as a pilot and that's very, very important," he told just-auto. "There are things that we can tweak and change and we want to be able to adapt quickly to what the market wants.

"This is a retail proposition, but it could of course be attractive to corporate customers in the future. Right now we want to learn more about people's transportation needs – especially in the urban environment - and how a scheme like this can fit in to provide real-world mobility solutions. We are not setting targets or anything like that. Of course, this will bring people – and potential car buying customers – into the dealership and into contact with the product, but it's certainly not a hard-sell thing.

"In part, we hope that this can also help to demystify the dealership, get people to see the dealership in a slightly different way – as a more open kind of place.



Peugeot signs €2.4bn credit facility

12 July 2010

Peugeot SA has signed a €2.4bn three-year syndicated revolving credit facility with a group of 21 banks. The new facility refinances the existing €2.4bn facility which was due to mature in March 2011.

This revolving facility has an opening margin of 170 basis points, including a 40% of non utilisation fee.

The company said that together with the two debt capital market transactions in June (a €500m five-year bond issue and a simultaneous €244.9m partial buyback of the bonds due in September 2011), this facility “aims to anticipate the group’s 2011 re-

financing, at favourable conditions, achieving a lengthening of its average debt maturity and strengthening further its balance sheet.”

Courtesy just-auto.com editorial team

“And the professionalism and expertise of the dealer clearly underpins this initiative.”

Mu in Europe is expected to have 10,000 customers by the end of 2010 with some 200 cities planned to be represented by Mu by the end of 2012.

Glorified rental scheme or clever marketing initiative? Perhaps both, but it is at least evidence – alongside new product

investments – that Peugeot is trying hard to get a competitive edge. If nothing else, this scheme could help to build brand loyalty and help Peugeot get to know its urban customers and their transportation needs better. And it’s not difficult to imagine car salesmen relishing the prospect of throwing in a few Mu points to clinch a sale.

Courtesy Just Auto

Peugeot Association of Canberra Minutes of General Meeting 8 pm 22 June 2010 Canberra Services Club Manuka ACT

Persons present

Brad Pillans (Chair)
Neil Sperring
Bill McNamee
Ross Stephens
Colin Handley
John Bower
Glen Bryden
Neil Birch
Derek Flannery

Apologies

Allan Lance, Rick Phillips

The meeting was preceded by dinner at the club commencing at 7pm.

Minutes of Last Meeting

The minutes of the last meeting had not been circulated and will be approved at the next meeting.

Inwards correspondence

None

Financial position

Glen reported that the club has about \$9,650 in the bank. The increasing percentage of concessional membership renewals (\$15) was noted, reflecting the aging demographic of the club. The club's affiliation fees to the ACT Council of Motor Clubs have been paid.

Council of ACT Motor Clubs

Neil and Ross reported on the outcomes of the last meeting:
Their AGM will be held in August and there are vacancies on the committee, including Registrar, Vice President and Events Coordinator.

Member clubs were reminded that they must use the authorised Council stamp on concessional vehicle

registration forms.

The Pie Cart will shortly require a new storage site. It is also under-utilised and the PAC should consider what use might be made of it at PAC events.

There is ongoing debate re allowable modifications on CRS vehicles.

All CRS vehicles must have child restraints fitted if carrying children

Neil has asked how we can get copies of Torque Magazine. It has been suggested



that the Council send a few copies to each club.

All clubs have been invited to take part in the Heritage Day drive in May each year.

Members were advised to take care when considering alternative types of sand blasting.

The Pie Cart has required new, expensive batteries.

DFAT has changed the importing rules for pre-1987 modified vehicles. The ACT Street Car Association is mounting a campaign against the change.

The Council is calling for a club to run Marques in the Park.

David Snape of NRMA Veteran and Vintage Insurance will be the guest speaker at the next Council meeting.

Battle of Waterloo

Brad reported that the Battle of Waterloo was held on the Patrick White Lawns (near the National Library/Commonwealth Bridge) on Sunday 20 June 2010. The event was a great success, in perfect weather. The PAC BBQ, run by Brad, Daniel, Neil and Derek made a profit of more than \$100, sufficient to cover the cost of purchasing a new club marquee (the old marquee had suffered extensive wind damage earlier in the year and was no longer usable).



Easter Pageant 2011

Brad advised that the Easter Pageant Sub-committee had met and organisation was well underway for the event. John Bower is investigating memorabilia for participants, including scarf, hat and badge.

Bastille dinner

Brad reminded members that the annual Bastille Dinner would be held on Saturday 10th July at 7 pm at Vivaldi Restaurant.

The meeting closed at 8.35 pm