

ROAR

Magazine of the Peugeot Association of Canberra



March 2010

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ON THE COVER

Peugeot concept bike shown at the Geneva Motor Show.

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

PO Box 711, Civic Square, ACT, 2608.

The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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Greetings all,

I write this report from the comfort of a 4 star hotel in Agrigento on the south coast of Sicily. Life is tough.....

Not being the tourist season, things are pretty quiet in Sicily at this time of the year – with daily maximum temperatures in the 9 to 15 degrees range, it's hardly beach weather.

However, the local food and wine are excellent and the people are a friendly lot – not a mafia don to be seen anywhere! Grape vines and olive trees are everywhere and so are eucalyptus trees which are considered to be a weed – gum trees thrive here, but suck too much water out of the soil, apparently.

Being Italy, Fiat is the most common car on the road. However, Pugs are fairly common and

Agrigento even boasts a Peugeot dealership, though I will not get a chance to visit it.

Meanwhile back in Canberra, we held a club BBQ in Lennox Gardens to kick off the New Year and, unlike some recent years, the weather was perfect. Let's hope the weather is similarly kind for the annual Wheels exhibition on Sunday 21 March.

Note that this year, the Wheels venue will be adjacent to the National Library, not on the lawns of Old Parliament House (see calendar). Please contact me by phone (0427-662112) or email (brad.pillans@anu.edu.au) if you plan to attend.

In other local news, I have heard that Melrose Peugeot have acquired the Renault franchise in Canberra. So, for the first time since Corin Motors



in Fyshwick sold both marques in the 1970s, Peugeot and Renault will be sold by the same dealership.

Don't forget that our next club night will be held at Canberra Services Club on Tuesday 23 March at 8 pm, with dinner from 7 pm.

Keep on Pugging,

A handwritten signature in blue ink that reads "Brad Pillans".

Brad Pillans

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CLASSIFIEDS

FOR SALE

406 SV Wagon

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

Peugeot bicycle

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

CLASSIFIEDS

FOR SALE

Vehicle

1999 PEUGEOT 306 GTI 6

Price

\$11,000*

Interior Colour

Black Suede/Leather

Kilometres

92,700

Colour

Blue

Transmission

6 speed Manual

Body

3 door 5 seat HATCHBACK

Drive type

Front

Reg Plate

YDO67H

Reg Expiry

JUL-2010

Road Worthy Certificate

N/A

Engine

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

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

 Central Locking - Remote/
Keyless


Contact Mike Garrett on 0411881567

CLUB EVENTS 2010

21 March	Sunday, Wheels, Lawns of Old Parliament House. Council of ACT Motor Clubs (CACTMC) hosted event for all Marques.
23 March	Club meeting, Canberra Services Club, Manuka. As usual, dinner will be from 7pm with the meeting starting at 8pm.
2-5 April	Easter Pageant, Ulverstone Tasmania
10 April	French car outing to Crookwell
20 June	Sunday, Battle of Waterloo. Venue TBC.
18 July	All French Car Day, Sydney.
24 - 26 Sept	Oh3 weekend in the Hunter Valley.

50th anniversary of the Peugeot 404

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

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

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

Trip will be based in Bendigo.

Accommodation

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

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

Various types of accommodation available.

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

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

OUTBACK 2010 – June 20th to July 11th

Outback Qld, NSW and SA

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



Fifty years of the fabulous 404 Celebration Drive

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

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

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

Saturday 29 May

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

Sunday 30 May

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

Monday 31 May

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

Tuesday 1st June

Batemans Bay
Coachhouse Marina Resort
49 Beach Road 180670715

Wednesday 2nd June

Cooma
Snowtells Caravan Park
Snowy Mountains Highway
02 6456 2134

Thursday 3rd June

Jindabyne
Snowline Holiday Park
Kosciuszko Road
02 6458 7262

Lake View Plaza Motel
2 Snowy River Ave
02 6456 2134

Friday 4th June

Mila
Bondi Forest Lodge
Buldah Road 02 6458 7262

Saturday 5th June

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

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



French Car Drives 2010

Dates for 2010 drives are:

10 April,
25 April,
27 June,
22 August,
24 October,
5 December.

Next event on 10 April will be the Crookwell Garden Fair and Open Gardens Trip

Please RSVP if you plan to come so we can book tables for morning tea and lunch. The drive is being organised by Ken and Lyn Baldwin.

Saturday 10 April 2010

Meet at the Bushranger Hotel Collector for morning tea 11.00AM

Depart Collector at 11.45AM for

Crookwell via Goulburn (about 45-55 minutes drive)

Arrive Crookwell 12.40 and meet at Lynams Country Style Restaurant, 77 Goulburn Street, for lunch where you will also get a map of Crookwell.

Then you have the choice of the following!

After lunch attend Autumn Lovers Market in the "Memorial Park" on Spring Street Crookwell. Closes 3.00PM and/or visit the 4 Open Gardens; "Loghren" Corner East St and Wade St Crookwell \$6 entry

"Menai" "Oughtrington" and "Riverbend" all are in Barry St Crookwell \$12 for all three. Gardens close 4.00PM

3.30/4.00PM head for home via Grabben Gullen, Gunning and Gundaroo (about 45 minutes drive).

For those wishing to have afternoon tea prior to departing Crookwell a clue would be to visit Loghren last as they serve

morning and afternoon tea for a small cost.

Note! All proceeds from the open gardens/afternoon tea go to the Crookwell Hospital Auxiliary.

Lisa Molvig
Social Secretary
Renault Owners Club of
Canberra

Peugeot Pageant – Ulverstone Tasmania – Easter 2010

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

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

Good Friday:

Afternoon – Registrations – Surf Club

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

Easter Saturday:

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

Midday – Late afternoon – Driving skills There are plenty of local attractions for those not involved (including children) in Ulverstone, within easy walking distance.
Evening – Full three course buffet with live band.

Easter Sunday:

Morning – Treasure Hunt/Cryptic Tour to inland landmarks
Afternoon – Picnic lunch (Scenic Spot), return to Base
Evening – three course formal dinner

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

Registration Fees (includes all itinerary items)

Adults: \$160, if paid by Jan 31

Children under 12: \$80

For more information, registration forms, discounted Spirit of Tasmania rates and available accommodation see our website www.pug.hopto.org/pageant2010 or contact the French Car Club of Tasmania on 0407 322 820, email marijke.addison@bigpond.com.

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

Mitsubishi, Peugeot capital tie-up may happen

The president of Mitsubishi Motors has not ruled out a future capital tie-up with France's Peugeot, according to latest reports

Agence France-Presse, 7 March 2010

The two companies announced at the start of March that they had scrapped talks on an ambitious capital tie-up that would have created the world's sixth-largest auto alliance, after reports of financial discord.

The announcement came after PSA Peugeot chief Philippe Varin and Mitsubishi Motors president Osamu Masuko met at the Geneva Motor Show.

On his return, however, the president of the debt-laden Japanese maker hinted they may try again, the Nikkei economic daily and other media said.

"We will not exclude any possibility in the future" if the two firms keep expanding their current alliance, Masuko reportedly said at Narita airport Saturday when asked about a capital alliance.

The two companies said on Wednesday that a tie-up "was not appropriate in the current circumstances."

Despite the breakdown of the talks, Peugeot and Mitsubishi, Japan's fourth-biggest automaker and producer of the i-MiEV electric city car, pledged to "broaden" their

current cooperation.

They have agreed to launch the i-MiEV under the Peugeot brand in Europe this year and are also building a joint sports utility vehicle plant in Russia.

News reports in December has said Peugeot was planning to buy a 30 to 50 percent stake in Mitsubishi Motors.



Vincent Rambaud appointed CEO of Peugeot



Vincent Rambaud is appointed CEO of Peugeot with effect from 2nd April; he will report to Jean-Marc Gales, PSA Marques Director.

Vincent Rambaud, who is 51, was previously Director of PSA Peugeot Citroën's Latin American zone.

According to Jean-Marc Gales,

Marques Director, "Vincent Rambaud's international experience will be a strong factor in successfully meeting the challenge of Peugeot's globalization at a time when the marque, on the strength of a new identity and a totally revamped, expanded range, is rediscovering a growth dynamic.

Peugeot's sales organisation is evolving to enable it to achieve its triple ambition by 2015:

- move up 3 places in the world automobile brands rankings;
- make Peugeot a style benchmark, and
- become mobility services leader.

Peugeot's sales activities are organised into four divisions:

- France, under Olivier Veyrier.
- Northern Europe, under Olivier Dardart
- Southern Europe, under Rafael Prieto
- International, under Jean-Philippe Imparato

Aside from these changes, the Peugeot Management Committee will continue to include the following divisions:

Marketing and Communication: Xavier Peugeot

BtoB: Marcel de Rycker

VO (used vehicles): Olivier Quilichini

Network Development and Quality: Daniel Rollet

Parts and Service Sales: Serge Habrant

Peugeot RC-Z

Peugeot's Audi TT-rivaling RC-Z sports coupe has finally hit the road - and we've got behind the wheel for an exclusive first drive.

Dan Strong

Let's get straight to the point, Peugeot's RC-Z is a revelation!

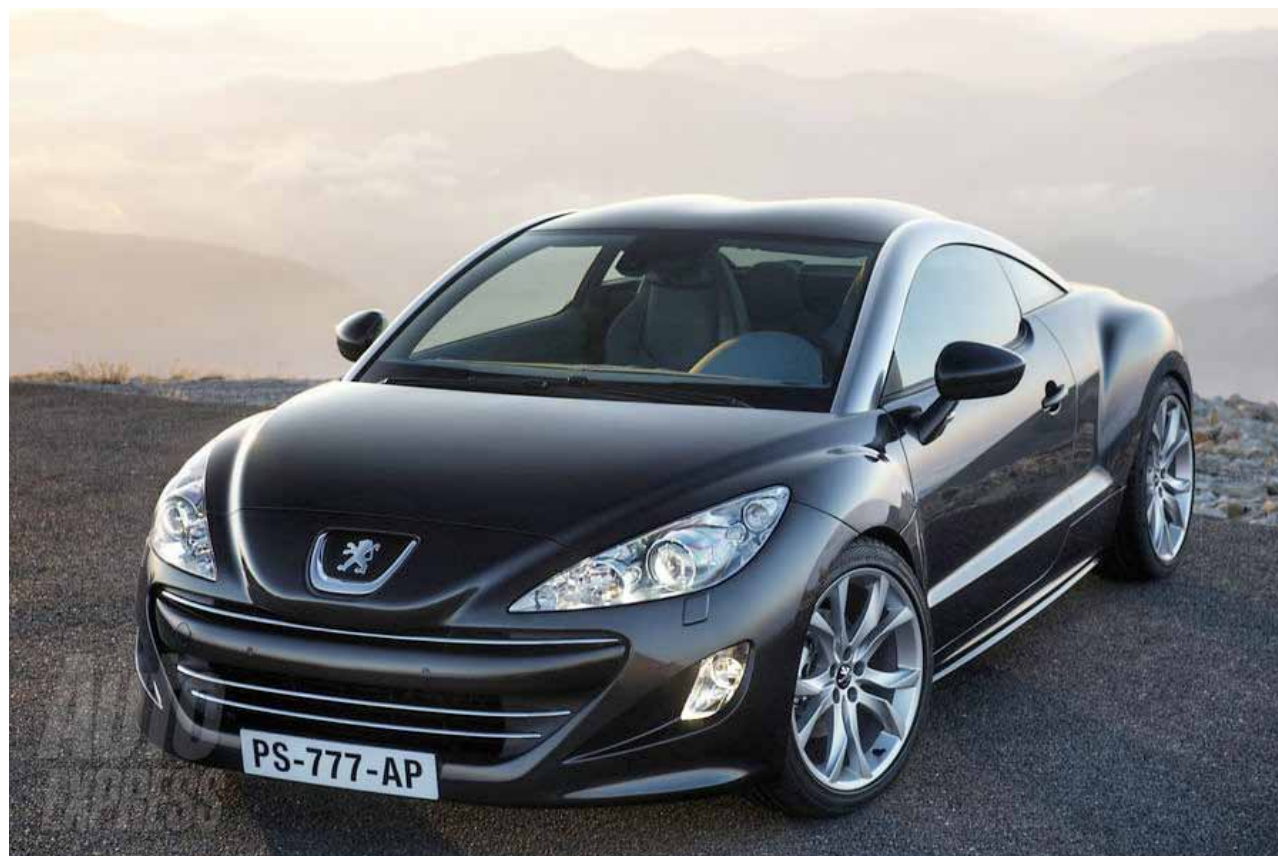
Smooth riding, with sweet handling, it's the best driver's car Peugeot has built since the 205GTI.

That's a big statement - yet even our entry level 2.0-litre diesel-engined car stunned us with its mid corner poise and stability. No mean feat on our twisting Spanish test route.

But before we get stuck into the detail of exactly how the Audi TT rivalling coupe has pulled off such a stunning feat, let's deal with the looks.

Anyone who has spent the last two years watching Peugeot's Motor Show appearances will have been well aware of the RC-Z's shape. The coupe has been a near permanent presence over the last two and a half years. First shown as a concept in late 2007, the car was confirmed for production early in 2008, and revealed road going trim less than a year later.

With its distinctive double-bubble roof



canopy and rear window, it also sports aluminium effect roof pillars, and has a bold, cab forward profile that instantly marks it out as a very different machine to its closest competition.

More importantly than that, the design offers the RC-Z a handcrafted feel, that looks more expensive than its £20,450 pricetag would suggest.

On the road, there's really not much

else to rival it for kerbside appeal, and though we felt some of the detailing lacks the upmarket finish of its German rivals, it's a car you would never tire of looking at.

Inside, it's a similar story. Our test car's leather trimmed dash is neatly finished, with contrasting stitching and bright, jewel like instruments. The oversized analogue clock in the centre of a dash makes an overt state-

ment on this car's bold fashion credentials, while chrome effect trim adds a dash of sparkle too.

But while everything in the drivers eye line looks good, we felt improvements could be made to the likes of the centre console, which is finished in hard, scratchy plastic. The same is true at the rear of the car, where some mouldings feel cheap and flimsy.

Some of this is forgiven when the diesel fires. The unit is smooth, and there's none of the rough idle often associated with such powerplants.

In gear, acceleration is smooth, with torque delivered right the way up to the 5,000rpm red line.

Gearchanges are slick, and the lever's short throw offers a lightness we found perfectly suited the closely stacked ratios.

Steering felt instantly responsive, and the front wheels offered huge amounts of grip. The system was accurate too, if lacking the ultimate feel and feedback on offer from front wheel drive cars like the new Ford Fiesta.

The Peugeot's trump card, however, is its chassis – which is capable of absorbing the fiercest of abuse from the road and the driver, delivering controlled and fuss-free progress even under the most challenging conditions.

As an example, you can brake hard into a corner to scrub off speed without causing the car to wander away from your

intended line.

Purists, however be warned, while the RC-Z offers the same beautifully composed ride as the old 205GTI, it lacks that car's enthusiasm for mid corner oversteer, and it's beautifully weighted steering.

That means that where the 205GTI was a delight to drive through tight hairpin bends, and occasionally frightening through fast flowing corners, the RC-Z is the reverse – revelling

in high speed turns, but left scratching around for traction when the road turns more sharply.

But this is a minor criticism. Clearly, Peugeot's chassis team has managed to rediscover some of the magic that allowed it to dominate its rivals back in the late 1980s. In the maker's 200th year, we can't think of a more fitting tribute to the past.

Courtesy auto-express.com editorial team



Project 605 ute

Richard Marken

The 605 is alive! It's the last Sunday in January. I have just flushed out the fuel lines and connected them up to the engine, it ran sweetly. Monday I will re-check all fluids and give it a half hour run to get everything up to temperature and change the engine oil and filter.

I do this to remove any contaminants that may have missed the cleaning process during assembly and also from the start up. I repeat this at 1,500km, and so far I have never had an issue with an engine that I have rebuilt.

Monday has come and gone and al-

though the engine is running I am still a long way off from finished under the bonnet. I have rebuilt the power steering pump and, using 505 suspension bushes, have made up new power steering bracket mounts.

The bracket mounting bushes are a non-service part, you have to replace the whole bracket which is a horrendous price, but luckily they are not available any more so for about \$60 (that's what the 505 bushes cost me), you can machine up your own, you will also need a lathe, that cost me \$3,500 about twenty years ago, no home should be without one.



This is the third bracket that I have repaired this way. I probably should have taken an original bush down to the people that remould rubber bushes and had a few sets





made up, but having a few sets of 505/604 bushes in the parts-probably-needed-some-time box it was easier to just walk to the lathe than drive across town and wait a few days for a result.

The reassembly of the interior has thrown up a few problems. As usual you tend to fix the easy ones first. First up, the gear lever knob or T bar if you prefer. On the 605s the plastic cover is prone to heat failure. I have two cars that this has happened to, my first idea was to have it recovered in leather, but this proved to be quite a difficult job, so rather than end up with a less than perfect result I opted to have the gear knob coated in fake wood grain. Luckily for me there is a company that specializes in spray on coating just down the road from us. \$80 and a couple of days and it looks just like a bought one.

Another thing to think about when

you are rebuilding a car is the dashboard lights. These tend to be easy to replace when you have most of the dashboard and steering wheel out of the car. Me, I have replaced them all, that's six larger ones and 24 little ones. The last time I purchased these bulbs they were in boxes of ten and cost about \$1 each, the local auto shop had them in packets of two at \$7 per pack. I passed

on these and drove a little further to an auto electrical outlet and once again bought them in packs of 10 at \$12 a packet.

Having all the electrical bits hooked up it was time for a check over to see what else I would have to fix before presenting it for inspection.



tion.

Chief concern was the air bag light that stayed on; this indicated a fault somewhere, but where? Luckily for me there is a nice Triumph/Rover man who runs a business down the road from me and he has a top class testing unit with, of all things, a 605 listed in its memory. Despite several attempts the test unit could not access the air bag control unit's ECU. This seemed to indicate that all was not well with the control box. I had a suspicion that the control unit could be water damaged as it resides under the driver's seat, and this car has had the heater core fail at some time, and a new unit was in the boot when I purchased the car. And of course, the only part of the control unit that is not sealed is the base plate, that's what I call inspired engineering!

The only place water can get



in is where you are most likely to get water! To correct this control box problem I have sent the offending unit, together with an-



other obtained from a dismantled car in NSW, for a little holiday in Tasmania, it's the only place I could find someone who resets and repairs airbag systems. So with a little luck I will have a functioning airbag system again next week.

The air conditioning system has also caused me a small amount of grief. Firstly the new compressor I ordered nearly six months ago has still not made it to Australia. I will

use the original unit until the new one turns up. I was also going to replace the condenser, but the replacement unit

turned up all bent and twisted and, as I am fast running out of time, I once again opted to use an old one. We pressure tested it first though!

And of course the A/C piping was of no use with the new radiator as the heater hose outlets are different. This meant a complete redesign of the A/C to condenser piping as well as the new hoses I was having made up. The upside to all this stuffing around is that the front of the car is now complete, with the front bumper all assembled and mounted on the car with only a few pinched fingers, a couple of 'gee whizzes' and the odd 'gosh that stings'. It all went together quite well, and everything worked, except the horn. The compressor worked but the horn didn't utter a peep. Luckily I had a new set of air horns that were to be fitted to another project, fitted perfectly; I used the new compressor as well.

The glass finally arrived last week





and I managed to get it installed the same day. After a couple of days for the adhesive to cure I finished off the job by filling in around the frame with sealer, a few hours of cleaning up once the sealer had cured and it's starting to look like a ute.

Next on the agenda was the storage bins in each side of the body, the left front bin has the CD stacker in it. A new mounting bracket was made up and is clamped around the body stiffening beam that runs through the top of each front bin, previously the rear doors. These also have aluminium tread plate floors bolted into them. The jack and wheel brace virtually live in their original spot except now they have a nice shiny floor and a carbon fibre cover.

On the subject of carbon fibre I have made up cover panels for the four storage bins. These are a foam core panel with carbon fibre on both sides, extremely

strong but very light. I laid these panels up on perspex form sheets, this gives a very smooth surface finish that will not require any further coating. It sounds simple but there is a good week's work to cut and bend the form sheets and then cut all the materials to the required sizes and finally lay up the carbon fibre, trim back the panels while the epoxy resin is still plastic and sand back to finished size when the resin has cured.

I am also making a hard cover for the ute, this will also be a foam core construction but with fiberglass and polyester resin. Since I am painting it there is no need to use carbon fibre and the fiberglass is not going to be a great deal heavier.

So far I have made up the form work that I will lay out the foam core and fiberglass on. To construct this wooden monstrosity I used the pallet that the aluminium tread plate was transported on. So instead of there being metal scraps and shavings all over the floor I have sawdust and timber cut offs to clean up. Having a really good jigsaw is invaluable if you are going to attempt this sort of project. I hope to start laying up the hard cover this week, given that I also have a few domestic and Kay-related chores to accomplish also this week it could be touch and go.

I also expect the airbag controller back

this week which, if it works will mean that I can fit the driver's seat and it will be in a condition acceptable for the final inspection by my friendly Qld Transport approved engineer.

It's getting close to being finished but whether it will make the Easter deadline is still doubtful. So far it's been a lot of long days and very quiet nights.

Photos: Richard & Kay Marken

Courtesy of The Pugilist

Japanese Pugs hit spot; next it's the Austrian

Peter Wilson

The Japanese-built Peugeot 4007 seems to be doing the trick in the crowded medium SUV market, with sales of 48 units in January nicely on the 500-a-year target Peugeot Automobiles Australia suggested last August.

The 4007 HDi, with its particulate filter and creature comfort trimmings, etc, has arrived in time to find its place.

While petrol SUVs still dominate the SUV market, diesels are gaining in favour, and in January comprised 64 per cent of non-private buyers' purchases and 38 per cent of private sales.

One wonders how 4007 sales compare with the top of the Outlander range (official industry figures lump the Outlanders plain and posh together in the compact class).

The result indicates Australian acceptance of an Asian-built Peugeot – at least so far. And why not? Japan has been known for decades its pace-setting efficient lean production, component reliability and

the build quality of its sometimes dull vehicles.

It would be more difficult with, say, Pugs from China. Anyway, our Pugs have always varied in origin; mine have been built in France, New Zealand, Australia and the UK, while the club has South African and Italian jobs in the membership fleet. Why, hoots mon, Owen got a Pug via Scotland.

According to Malaysian press reports, Nasa's factory in Gurun, Malaysia will be our



next source of some models, including the 207. In a media briefing to the Kuala Lumpur press, Automobiles Peugeot deputy managing director

Nicolas Wertans last month spelled out that Malaysia would be Peugeot's manufacturing hub for righthand drive markets in the Asia-Pacific.

"Not only will right-hand drive Peugeot cars from Malaysia be exported to Australia and New Zealand, they could also be shipped to South Africa," the Malaysia Star – a big newspaper with reliable reporters – quoted him as saying. It sounded good. After all, a

Malaysian-based international conglomerate distributes Peugeots in Australia and New Zealand. Oops. He must have been talking things up a bit to make the locals feel good and the occasion of greater importance than just the announcement of plans for the Malaysian plant to export Pugs to Thailand and India.

The switch in source was certainly not on the Australian agenda, The Pugilist learned from Peugeot's Homebush headquarters. "We know that Peugeot wants to make Malaysia the hub for the region, but that's not going to make any difference to us – our cars will definitely come from France," special events and promotions

coordinator Mark McCartney said. Malaysia was planning to release the new 3008, but the models due here in May would be from

France, he said.

The T33 being considered for Malaysia – a 206 with 207 nose and a boot, also known as the 206 plus – was not on the Australian list. Mark confirmed, however, that Australia would gain its first Austrian Pugs later this year.

The striking French-designed RC-Z sports model will be sourced from a Magna Steyr Fahrzeugtechnik AG & Co KG plant in Austria. “The RC-Z will be built in a factory that specialises in low volume exclusive models such as the Aston Martin,” Mark said.

Mark pointed out that plenty of automotive companies had set up offshore. The list was only too familiar, including BMW from South Africa, Mercedes from the US, Volvos from Malaysia, heaps of utes from Thailand and those meat pie Holdens from Europe and Korea.

A bit of checking revealed that Magna Steyr, now part of a Canadian conglomerate, is the world’s largest contract assembly operator and produces 200,000 vehicles a year along with convertible tops and space exploration equipment. Its output from several factories includes the BMW X3, right-hand-drive Chryslers,

Jeep Cherokee, Saab 9-3 convertible, and Mercedes G class, while Porsche has lined up the Boxster and Cayman.

But back to January, traditionally a month of mixed fortune for Peugeot. The total sales of 422 units was down 18.9 per cent on the 526 of January 2009, but was more in line with the reduced totals of the past five months and the GFC (which could stand for general French chaos).

Nationally, the vehicle market was on the mend – up 11.6 per cent on the previous January to 74,864 vehicles. But in the frenzy of 2009-plate clear-outs, buyers continued to switch allegiance and the month’s big winners were the Koreans and the Germans.

Peugeot continued to fare the best of the French makes. Citroën gained five sales for 142 this January while Renault slumped from 191 in the previous January ago to 122 this time.

Another positive in the January results was the usually big-selling 308 gaining ground, its 254 units being the best sales since last July. However, the 207 was down to 47 units, more than half the previous January’s 101, but better than two months’ results late last year. Things were quiet with the other Peugeot models – 207CC 13, 308CC 27, 407 15, and Partner 17 and Expert one.

Courtesy The Pugilist



Peugeot follows Toyota in recall

Peugeot Citroën, Europe's second-biggest carmaker, is recalling some cars made with Toyota in Europe.

"For Peugeot 107s and Citroen C1s, we are going to carry out an identical campaign as Toyota," a spokesman said.

The Japanese car giant has now recalled millions of cars worldwide with faulty pedals. Both models are made in a Czech plant, a joint venture with Toyota that assembles around 200,000 Peugeot and Citroen cars every year.

Peugeot said "under 100,000" cars will be recalled. It did not say when the recall would begin.

Toyota is recalling up to 1.8 million cars across Europe, including about 220,000 in the UK, following an accelerator problem.

Rival carmaker Honda has also announced the recall of 646,000 cars globally to fix a switch defect that could cause a fire. The Japanese carmaker said on Friday that it was not aware of any accidents resulting from the issue and that only a limited number of incidents involving accelerator pedals had been reported in Europe.

Both Peugeot models are made in Kolin, east of Prague, and are made for the

European market mainly, the Peugeot spokesman said. The plant also makes the Toyota Aygo.

The Peugeot 107, Citroën C1 and the Aygo are essentially the same car with different styling and fittings. The French carmaker has no other joint ventures with Toyota.

"We understand that the current situation is creating concerns and we deeply regret it," said Tadashi Arashima, the chief executive of Toyota Motor Europe.

BBC 30 January 2010



Peugeot Association of Canberra Minutes of General Meeting 8pm 23 February 2010 Canberra Services Club Manuka ACT

Persons present

Brad Pillans (Chair)
Ross Stephens
Colin Handley
Glen Bryden
Allan Lance
Rick Phillips (Minutes)

Apologies

Ian Hughes
Ian Brock
Neil Sperring

Previous minutes

The minutes of the meeting held on 24 November 2009 were accepted.

Financial position

Glen advised that the PAC currently has about \$9,600 in the bank and that the balance is gradually increasing. Brad said that funds are

being put back into club activities. Glen also advised that the Financial Statements have been lodged with the Office of Regulatory Services (ORS).

Carsguide web site

Brad advised that he has spoken with a representative of the Carsguide web site and received an email (copy provided at meeting). The site now has a dedicated Peugeot web portal that contains information about Peugeots, valuation tool, classifieds and specifications that may be of interest to PAC members. A link to the portal can be provided from the PAC web site at no cost. It was proposed by Brad, seconded by Allan that a link be established from the PAC web site to the Peugeot portal on the Carsguide web site. **Carried**

BBQ function

Brad reminded the meeting of the arrangements for the BBQ on 3 Mar 10 at 6 pm at Lennox Gardens.

Council of ACT Motor Club matters

Ross reported that Wheels will be held on 21 March and that participants should advise Brad.

The Heritage Week festival at Elm Grove on 17 April will include an old car display. Following an incident at the last Marques in

the Park when a car was damaged by a marquee, car owners are reminded that they carry their own risk when partaking in such events.

Easter Pageant 2011

Brad advised that it is our turn to host the Easter Peugeot Pageant next year. Brad called for members interested in being on the Pageant sub-committee. Brad and Colin agreed. Two or three other members will be sought for the sub-committee.

It was agreed that Colin will contact Eagle Hawk where the Pageant was held last time as no other suitable venue was identified.