

ROAR

Magazine of the Peugeot Association of Canberra



November 2010

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ON THE COVER

The 406 coupé at French Car Day, held at Telopea Park School Fête on 6 November 2010. Photo Neil Sperring.

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

Where did the year go? As I grow older, time seems to go ever faster, which is probably true of many cars, too.

A popular transplant has always been to fit a 403 engine to a 203, which turns a slowish car into a not-so-slowish car. My first 203 sedan, many years ago, had a 403 engine with twin carbs and could pull away from the lights in 2nd gear (and embarrass a lot of cars, like Volvos).

In fact, with no synchromesh on first gear, it was easier just to forget about first gear altogether. My currently-owned 203 wagon also has a 403 engine, but my black 203 sedan is destined to remain with its original motor, despite being very slow on hills. Sometimes, it's good to keep a car as original as possible, which proved to

be the case at the recent French Car Day event at Telopea School where my black 203 was voted best Peugeot for the 2nd year running.

I promised, during the drought over the past several years, that I would never complain about too much rain if the drought ended. Well, the drought has ended and not only is it reflected in the rain gauge in my garden, but there is a musty, wet-dog smell inside some of the family cars.

Most of my driving life, I have had leaky Pugs, to the point where it seemed like all Pugs came with factory-installed leaks. Happily I can report that my 407 does not fit into the leaky-Pug category and driving in wet weather is much more enjoyable as a result. My only mild complaint is that the auto wipers don't cope well with light rain – they still do too many sweeps to the point of screeching on dry glass, which is not a pleasant sound.

This month's club meeting will be held at the Canberra Services Club at 8 pm on Tuesday 23rd November, with dinner from 7 pm, as usual. Actually, last month's dinner was slightly irregular – the dining room at CSC was closed, so we nipped up the road and had dinner at an Asian café before reconvening at the CSC for the club AGM.

Needless to say, all incumbent office-holders were re-elected unopposed, which means they are probably doing a good job (which they are), but a bit of new blood on the committee would be welcome....

We plan to finish the year with a Christmas BBQ to be held, jointly with the Renault Club, at 6 pm on Sunday 5 December at Macdermott Place, Lake



Ginninderra. The club will provide meat, salads and breads, but only if you register with me by Friday 3rd December. BYO drinks and Christmas goodies.

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.

WANTED

504 Sedan

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

Calendar

- 23 November** Club Meeting, Canberra Services Club, Manuka. As usual, dinner will be from 7 pm, with the meeting starting at 8 pm.
- 5 December** **Christmas BBQ** to be held jointly with the Renault Club, at Macdermott Place, Lake Ginninderra, at 6 pm. The club will provide meat, salads and breads, but only if you register with Brad Pillans by Friday 3 December.
- 22 to 25 April 2011** **Peugeot National Pageant, Canberra.** See accompanying story for details.

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.

French Car Day 2010

Held in conjunction with the Telopea Park School Twilight Fete for the second year, French Car Day looks to have found a new and permanent guise.

This year there were four Citroëns, nine Peugeotts and sixteen Renaults.

Trophy Winners were:

Best French Car - Maroon Renault Dauphine/Gordini.

Best Renault - as above.

Best Citroën - Black DX wagon.

Best Peugeot - Peugeot 203 Sedan - Brad Pillans.

Photos Neil Sperring



French Car Day 2010

Photos Neil Sperring

Events



French Car Day 2010

Photos Neil Sperring



Events

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

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Peugeot outlines future model plans and unveils 200th Anniversary RCZ in Sydney

Terry Martin

Peugeot has outlined plans to develop and bring to market 14 new models worldwide between 2010 and 2012, and to move from tenth to seventh in the global ranking of car brands over that period.

Key technologies the company will rely on include micro hybrids (with idle-stop and regenerative braking technology), full hybrids (including plug-in) and electric vehicles.

Automobiles Peugeot director of marketing and communication Marc Bocque said the company was planning to introduce its e-HDi micro hybrid technology in Australia – with the 508 medium-sized sedan, due to be launched at the Melbourne motor show in July next year, the key vehicle highlighted by Mr Bocque – as well as full hybrid technology.

Peugeot has confirmed that a diesel-electric hybrid version of the 3008 will become the brand's first hybrid model in Australia in 2012.

Peugeot used the Australian International Motor Show to highlight the French marque's 200th anniversary and to reveal a

sporty special-edition RCZ coupe to commemorate the milestone.

Priced from \$62,990 (plus on-road costs), the RCZ 200th Anniversary model is positioned \$8000 upstream of the flagship 2.0L HDi M turbo-diesel model upon which it is based, but adds a number of performance-flavoured features.

These include a stylised front grille, 19-inch 'Sportilege' matt-black alloy wheels, carbon-

fibre exterior mirror casings, carbon-fibre roof (in a gloss finish), painted brake callipers, premium metallic paint, 200th Anniversary insignia and a certificate of authenticity.

Peugeot also throws in a set of specific RCZ carbon-fibre luggage. Launched in Australia in September, the striking new 2+2 RCZ range includes a choice of two 1.6-litre turbocharged petrol engines and a 2.0-litre HDi turbo-diesel.



The diesel produces 120kW at 3750rpm and 340Nm from 2000-3000rpm. Paired with a six-speed manual gearbox – the sole transmission choice for the diesel – it offers 0-100km/h acceleration in 8.2 seconds and combined average fuel economy of 5.3L/100km.

Peugeot Automobiles Australia general manager Ken Thomas

and Marc Bocque presented the special-edition RCZ in Sydney, along with the awesome 2009 Le Mans-winning twin-turbocharged V12 diesel 908 HDi FAP racecar.

“The endurance achievements made by this vehicle represent the future for Peugeot HDi technology,” Mr Thomas said. “With every lap, with every kilometre, we learn more about the way our engines perform. This is translated into innovative technology – which

you see on Peugeots today.”

Through GoAuto.com.au



No Peugeot 309? A name not number for 308 successor

15 October 2010
Terry Martin

Is Peugeot considering dropping its usual numbered nameplate for the 308 successor? That's what German car magazine Auto Bild is reporting.

According to Auto Bild sources, Peugeot does not want to name the 308 successor the 309 since it already once used the moniker on a model as recently as 1993 (see photo at right). It was a small sedan the French automaker made between 1985 and 1993 for the European market.

Auto Bild sources say that Peugeot is considering dropping numbered nameplates in general, always with a zero or double-zero in the middle, such as in the recent 3008 and new 508 model, and going back to names as do other volume brands like Fiat, Ford, Opel, Renault and Volkswagen.

But sister brand Citroen also uses numbered system with a 'C' in front or 'DS' for the DS-line. And numbered naming is the norm for German premium brands Audi and BMW. Mercedes-Benz uses letters, for e.g. the C-Class and S-Class, but still followed by numbers denoting engine vari-

ants.

The follow-up model to the 308 is not expected until 2013.

Editor's note: the photo below is a leaked image published in a French car magazine of a 308-successor mockup.



Now it's six 404 cabs on register

Peter Wilson

Australia has six examples of the much admired Peugeot 404 cabriolets – all carburettor models – according to Mike Tippet's latest update of his on-line global register of 404 coupés and cabriolets. This is two more cars than were listed in May last year.

Some cars are being restored and not all are known to clubs.

The Canadian, who has been restoring his 404 cabriolet on Vancouver Island for several years, now lists serial numbers for 1,464 of the Pininfarina models, comprising 437 coupés and 999 cabriolets with 28 others uncertain.

They represent a survival rate of 8.5 per cent of the 17,223 cars produced in the Italian and French collaboration.

His first list was of 1,314 Pugs.

Mike does not give details of the condition of these cars, of which the cabriolets were prime candidates for an early rusty fate and required considerable work for restoration.

Most of the cars are in France – a total of 1,096 – where there is a separate owners' club.

The New Zealand listing has been increased from four to eight, comprising four

fuel injected cabriolets, three injected coupés and a carburettor coupé.

This is more than the seven in the UK. Also in our neighbourhood are a cabriolet and a coupé, both injected, in New Caledonia.

European collectors predominate with 94 in the Netherlands, 87 in Germany, 27 in Belgium, 21 in Switzerland, nine in Spain, seven in Austria, six in Finland and Greece, five in Sweden, Norway and Italy, four in Portugal, three in Luxembourg, two in Serbia, Denmark, and one in Ireland.

There are 32 in the US and nine in Canada, one in Costa Rica, one in the Bahamas on a British island of Turks and Caicos while in South America there is one each in Colombia, Paraguay and Venezuela.

South Africans have nine and there are two in Morocco and one in Madagascar.





It's not exactly a coupe or cabriolet, but David Botha, of Stellenbosch, South Africa, pictured here with his superb 404 wagon, says: "I am quite happy with my wagon, now getting scarcer than the cabs and coupés!"

My 206 @ 200k or how I lubricated a stretch of the Albert River Road

Bernard Bolch

I often receive online feedback from visitors to my Grand Ridge Road website. One of my favourite roads for many years now, it runs from Strzelecki in the west to Carrajung in the east, along the top of the Strzelecki Ranges. It's 136km of beautiful scenery on a very varied surface that takes you from lush dairying properties along its western half, through some of the most rugged areas ever thrown open to settlers at its eastern end, centred on the Tarra Bulga National Park, but for the most part, long since abandoned.

A couple of years back, I was asked (via an email from a visitor to that website) if I'd report on the condition of McLean's Road, just east of Ryton Junction,

where my correspondent said he'd grown up before moving to Queensland.

It's an area a little to the east of the southern-most extent of the road. So a couple of Sundays later, the next time I was down that way on a fine day, I duly took the detour with very little idea of where it was going.

I found that it appears to be very little used; that it only runs for some three kilometres or so,



connecting the Midland Highway from Welshpool to the Albert River Road; and that despite the odd clearing here and there, like most of the

hills these days, there's very little evidence to show that it was ever occupied at all except for a partially cleared block or two that haven't been fully reclaimed by the bush just yet. However, down towards the Albert River Road end of McLean's Road, I ran into and through a lot of light wind-blown timber from the nearby trees, scattered all over the road.

It didn't seem heavy enough to have caused any damage, but I don't like to take chances when I'm that far out of town, anyway, so I got out and looked under the car (as far as I could) for any snagged branches or broken limbs that might have penetrated tyres or radiators or other vulnerable points. In my old 306, which introduced me to some of these roads, I'd have been looking for sticks snagged in brake lines, but that's a far less common problem with the 206 GTi. Everything looked fine, so after letting a trail

bike and a four-wheel drive zoom past across my bows heading north along the Albert River Road, I launched myself off in the opposite

direction down the same road, just to see what it was like, and where it ended up. Before too long, I found I was scraping the bottom of the car on the ridge in the middle of the road that had been left by too many 4WDs, so I moved left to put my right wheels there instead, and resolved to turn around soon if it didn't start to improve. It soon did, but I didn't get very far before the whole dashboard lit up and began to flash in a really ominous way that I instantly recognized as meaning, "If you don't stop, you will DIE!" I immediately turned the engine off, and coasted to an abrupt stop. A quick dive into the glovebox and a reference to my car's handbook



said that the engine was out of oil, and sure enough, when I looked, I could see what little trace was left, trickling onto the road under my car. Common sense and some familiarity with the general area told me that the road had to run broadly speaking downhill and south-east towards Yarram, but I was completely unacquainted with this particular road, and with how much traffic it carried, though I'd just seen some a few

minutes earlier.

Not realising that it was the last traffic I'd see before I could arrange for some to come to me, I switched on the ignition in order to free up the steering lock (NOT at all an obvious thing to do, at first, by the way), released the handbrake, and began the long roll downhill. Without engine power, steering was of course incredibly heavy, but still reassuringly very direct. Braking, on the other hand, was a

complete challenge, because I had no idea how far I could afford to let the car run away with itself, nor how difficult each next corner was going to be, nor whether or not I was going to be confronted by on-coming traffic that I would be powerless to avoid (pun intended) when I got there, so I was feeling my way rather tentatively, but at least rolling in a known – albeit assumed – direction. In a gingerly fashion, I coasted for maybe a kilometre before I rounded a

corner and simply ran out of momentum at the beginning of a very slight uphill rise of about forty or fifty meters in length.

That's when I found out just how heavy a one-tonne car actually is. Now, I'd specifically bought my car thinking that it "only" weighed a tonne

(actually, 1050kg), and that if push ever came to shove, so to speak, I'd always be able to push it out of harm's way single-handedly if it ever broke down on me and needed to be shifted, but I never actually realised that my reasoning was based on the assumption of fairly flat ground.

If that sounds like a trivial sort of a load to be pushing around over ANY terrain, then at least give me credit for the double coronary bypass surgery I'd had 10 years earlier, which meant that my first reaction was to wait for someone — any-

one! — to come along and help.

I didn't need much help, because after a short walk, I realized that once I got over the slight crest in the road, it would be downhill again, and I'd already resolved that I wouldn't be so timid

from there on.

I had no mobile phone reception at all, so couldn't call anyone. I had a handheld UHF CB with a 3-5 km line-of-sight range, but that wasn't picking up anything, either. It was dead still, and I couldn't hear another vehicle

anywhere, so eventually I concluded that if I couldn't shift it, I was going to be in for a very long walk.

I released the handbrake and leaned into the back corner of the car, and was able to shift it a good 50cm or so before I needed to take stock of what I'd achieved. I soon found a short length of a log, which I was able to use as a chock under the back wheel to prevent the car from rolling back over all my gains, and established a sequence of pushing like a navvy for a minute or so to move the car 20-30cm, then kicking the log under the back wheel to steady it while I recovered.

I became aware of nuances in the road's surface, and the slight dip into a right-hand dog-leg half-way to the promised crest of the rise which meant



I'd have to push the car around the uphill outside of the bend, or be faced with the additional burden of getting it up out of the dip that I could see myself so easily running down into. In fact, by the time I got to it, I was giving some very serious consideration to just letting the car steer itself into the dip and over the edge (and thus down out of sight and away into the bush at a very steep rate of descent), and thinking how much easier that would be than what I'd signed up for.

But I persevered, and after three hours with not another vehicle in sight, I tipped it over the top of the slight crest in the road, jumped in with by-then-trembling knees, slammed the door, and rolled all the way downhill to where I eventually saw a farmhouse — with smoke coming out of the chimney, even! — opposite the old Hiawatha swimming

hole behind where that community's public hall (apparently) once stood.

I quickly swung the car into the carpark there and walked across to inquire whether there was a phone I could use to make a call.

Fortunately, the farmer's wife was at home and let me call my wife at home, and the auto club's breakdown number, where the operator said, "Hiawatha? Where's that? Is that in Victoria?" Then followed a few minutes of interesting discussion about whether I had been the victim of an accident or a breakdown. I can't remember what we agreed, but she told me to keep (and forward) my receipt for the overnight motel ac-

commodation that now appeared to be necessary.

Thus it was that a flatbed truck came up from Yarram, driven by the redoubtable Peter Mayo, who loaded it up and immediately said, "There's your problem — no sump plug!" Sure enough, there was a nice, shiny threaded hole, still dripping oil, where a sump plug should have been. The car had been recently serviced (not by Universe Motors, I hasten to add, though what happened could have been the result of anybody's bad day under a hoist), and the mechanic had obviously only (barely even) finger-tightened the sump plug before

filling it up. Maybe he'd been called away to attend to something else, and missed that step on his way back.

It hadn't been loose enough to drip on the driveway at home, even, but had only taken a slight nudge on the road to dislodge it altogether. And the rest was now history...

Correspondents who know more about such matters than I do, later assured me that if it had somehow contrived instead to have happened at cruising speeds on a highway,



there'd have been "no way" I could have turned the engine off before it had suffered damage that would probably have been terminal, or at the very least, massively expensive.

Peter Mayo, my new best friend, who had brought his young son along for a scenic ride, told me he expected there might be a spare plug in the RACV service van in Yarram — only there wasn't — or that they'd be able to source one from "Simply Prestige", the Peugeot dealer for the whole of non-metropolitan eastern Victoria in Traralgon when they went over there the next morning — only they couldn't.

Fortunately, my good wife had no appointments before 4pm on the Monday, so she grabbed the dogs and drove down to Yarram — interestingly, equidistant from Melbourne regardless of whether you take the South Gippsland or Prince's Highway — carrying 10L of ELF Excellum engine oil, and a spare sump plug!

She arrived shortly after noon Monday; the sump plug was fitted — securely this time — in no time flat; the sump was filled with some of France's best motor lubricant; collective holding of the breath; switch on the ignition, bit of a top-end clatter as the oil worked its way back around the engine, and we drove back to town and made it back in plenty of time for her appointment. Again, the car never missed a beat, and has been running like a dream ever since. Now at 200,000km, I can still start the car while

standing outside it. The centre console lights are on the fritz, and although I know what needs to be done to fix them, I just haven't done it yet. The much-maligned "Euroopox" CD player (which I never minded) will no longer feed a CD, though it persists in trying, often at the most inopportune moments, and the climate control is beginning to develop a mind of its own. Meanwhile, the things I had expected to begin to fail long ago — the electric windows and remote mirrors that I use every day — still work fine, but the internal rear-vision mirror has finally tired of deflecting. As an aside, I'll say at this point that the self-dimming rear-vision mirror that was introduced on the later models of the 307 and more recently (I think) on some models of the 207 as well, is an outstanding feature which, like the automatic rain-sensing wipers, just seems to work when you need it to.

The clutch is still quite adequate, though I've always tried not to abuse it, and the gearbox — never smooth — is no less smooth now than it was when new. Amazingly, it has only ever needed one (tail) light bulb replaced, but on the right rough road, and under the right load, I can still cause it to jump spontaneously out of third gear. So would I do it all again? In a flash! No other car has ever given me so much fun for so long. Would it still be a 206 GTi? Why ever not? Until now, it's been far too expensive a toy for most people, many of whom bridle in any case at the fact that it only runs on 98 octane premium unleaded petrol.

Three doors are felt to be far too impractical a limitation for a lot of people, and many who have

test-driven the car decided that they didn't like the grabby, "sudden-death" brakes, and "firm" suspension that were among the very features that made it so perfect for what I wanted.

And I'm sure there's also a substantial — and very wistful — group out there who think it's just not a "proper" car for someone in their position to drive, whatever that might mean, regardless of how much they just know they'd enjoy it. Would it have to be a MY99? Not necessarily, because most 206 GTi drivers are more than satisfied with their cars, whatever model year they drive.

I drive a MY99 because it was the earliest model available — I simply couldn't get one any sooner. The fact that it's one of the few non-multiplexed models means I've been spared the COM2000 stalk issue sagas that some others have endured. But in my opinion, mine is the best among what's already the Best of Breed, a car that turned out to be not only Peugeot's biggest retail selling model ever, but a world-beating performance platform.

Nothing like a good run in the country

Helen (Pinky 206 CC) Louran

As Neale and I arrived at Marulan for the club's track day at 7.30 am on Sunday, 17 October Mark Donnachie and his red 306 Cabriolet pulled up behind us.

Before we got out of the car to speak to Mark, other cars were arriving single file behind him. I'm sure it was meant to be an 8am meet but everyone seemed to be early and, stimulated by the so fresh country air, keen to get moving.

While we were having a quick discussion on how cool and bad the weather was on Saturday at Marulan, everybody was throwing their already completed registration forms at me.

We had people from our club, the Renault and Citroën clubs and the HRSCA. – 26.5 participants in all, one a passenger.

After the formalities and helmet allocation we received the safety talk and squeezed in a track walk around the complete circuit, with tips on picking lines for corners, handling the nasty camber spot and when to change

gear.

Before we had time to get to the car, the yellow flag went up for the first of two groups of beginners to go on the track. We were colour coded according to our experience – two green groups (intermediate), a blue group (fast), the stripes group (professionals or racers, if we dare use that term) and the red group of juniors.

By the time the first runs were finished, the day was warming up. Members in their Peugeots ran in all classes, sometimes up against some "newer cars", and put in a very good show, e.g., Pat Glading, Mark "topless" Donnachie,

Nicholas McHardy and Andrew Shearer up against the "big boys".

The juniors seemed to enjoy their stint on the track and were grateful for valuable advice from the voluntary instructors – our own Peter Lubrano and Ross Wheeler, and from the HSRCA, Bruce and Darren Stewart. However, some juniors were too enthusiastic and were black flagged twice, once for overtaking and once for excess speed.

The only member with a car issue was Steve Palocz, with his 406 V6 hydraulic power steering hose blowing after his first session. It was his second case of factory over-tightened hose clamps, but luckily he was able to drive home.

The training session was another great outing and we're looking forward to the next one ("woo hoo").

Wal Glading writes: After a lot of pink correspondence from organiser Helen Louran the day started with cool windy conditions which helped a lot to dispel the brake dust from the car in front. Pat and I brought along our two Peugeot 207 HDis. It was Pat's first drive on a track for at least 30 years. I was at the last Peugeot Driver Training Day and enjoyed it so much we decided both of us should come this year.

Pat's times dropped dramatically after some lessons from the patient Peter Lubrano to the point where she began to do some skilled



spirited driving.

Later Peter gave me some tips and my times dropped from 52 seconds to 50 seconds. This pleased me no end as it showed the little “economical” 1.6 litre Peugeot 207 diesel was also a well-balanced hatch with

no unpleasant foibles.

Pat and I were a bit dismayed to find our fuel consumption increase from a normal 4.8L/100km or less to a staggering 11.3L/100km.

The atmosphere at these days is very pleasant with everyone enjoying the track and

their cars in a friendly courteous way. Now if that damned Peugeot GTi180 would just move over, I can get by! Well done, organisers and the staff at Marulan Driver Training Centre.

Through The Pugilist



Wal Glading leads Daniel Fowler into the first corner.

PSA to install new idle-stop tech in 30 per cent of Peugeot, Citroën HDi engines

Terry Martin

Peugeot PSA Peugeot Citroën will employ idle-stop technology for diesel engines across most of the French group's vehicle lines in a bid to reduce CO2 emissions and fuel consumption.

The French auto giant has invested €300 million (\$A426.7m) under a new e-HDi sub-brand, which will see 30 per cent of Peugeot and Citroën HDi engines employ the Valeo-built second-generation idle-stop system and other measures, including low rolling resistance tyres.

The company aims to sell more than a million e-HDi-equipped vehicles by 2013, with the first recipients to be the C4, C4 Picasso and C5, all from the third quarter of this year.

It will then be rolled out on most Peugeot and Citroën cars powered by 1.4l and 1.6l HDi engines, including the 308 and the new-generation 508.

As well as the diesel engine, Citroën says the e-HDi system comprises a second-generation reversible starter-alternator, an 'e-booster' system for instantaneous engine restart, an electronic alternator management system (for regenerative braking) and a gearbox with optimised gear ratios.

It is claimed to deliver improvements of up to 15% in CO2 emissions and fuel economy.

According to Valeo, the new-generation micro-hybrid system – which it dubs 'i-StARS' – differs from its previous system in that "the control electronics are integrated into the electrical machine". It claims that CO2 emissions are reduced by five grams per kilometre on average, and by up to 15 per cent in congested urban traffic.

The system can automatically switch to idle when a vehicle's speed falls below 8km/h with an automated transmission, or below 20km/h with a manual.

Valeo claims further that engine restart occurs in 400 milliseconds, without noise or vibration "even if the driver suddenly changes his or her mind about stopping".

Functionality is guaranteed between -5 and 30 degrees Celsius, with "operation possible outside this range". As a result, the system's availability in Australia is uncertain at this stage.

PSA's executive vice-president of brands, Jean-Marc Gales, said he was convinced the e-HDi technology "will quickly become the new market standard, just like the HDi engine in its time, and a source of major competitive advantage for the group".

"Our e-HDi engines deliver the highest performance, in terms of fuel efficiency and carbon emissions, but also in terms of driving pleasure, with instantaneous engine restart, no vibrations and no noise," he said.

Last year, PSA Peugeot Citroën sold almost one million cars that emit less than 130g/km of CO2, including around 757,000 below

120g/km. It is now aiming to sell one million cars emitting less than 120g/km by 2012.

Valeo offers two idle-stop systems, either starter-alternator or "reinforced starter-based", and has orders to equip at least 50 vehicle models from more than 10 different car-makers.

GoAuto.com



Peugeot allies with BMW for hybrid savings

PSA Peugeot Citroen has extended its partnership with BMW from engine production to developing and producing hybrid powertrains for front-wheel-drive vehicles.

It's a parts-sharing alliance that is giving big savings through the cost of research to find the best options and the scale economies on key components.

This Peugeot partnership began in 2002 and resulted in the production together of the Prince family of 1.4-litre to 1.6-litre engines in 2005 to replace Peugeot's TU series and Mini Cooper's Tritec series.

Components are produced at Peugeot's Douvrin factory and the BMW engines are assembled in Hams Hall, just out of Birmingham.

The main focus of the new agreement is on the production of the electric motors used within hybrid designs. "This cooperation will deliver a major contribution towards a competitive cost structure in the field of electrification. It also represents another important step on the road to sustaina-

ble mobility," PSA chief Philippe Varin and BMW chief Norbert Reithofer said in a statement.

Varin added: "Both partners' expertise in hybrid technologies will clearly create competitive advantage." Peugeot also has its diesel engine deal with Ford and a string of other

partnerships, while BMW has another with Mercedes Benz.

With all the automotive honchos gathered in town for the Paris Car Show, alliances were the flavour of the year, particularly as the industry emerged from its crisis.

Within a span of a few days Automotive News Europe noted:

- Nissan-Renault boss Carlos Ghosn said he was still interested in General Motors as he strengthened ties with Daimler.

- A Nissan executive said his company was in advanced talks with Daimler about using a Mercedes car platform for the Infiniti brand.

- Daimler chief Dieter Zetsche talked of testing the water for a hybrid alliance with Toyota.

- BMW agreed to supply 1.6 Prince engines to Saab, primarily for its next 9-3. Dutch owner Spyker was delighted to get these off the shelf.

- And Volkswagen chair Ferdinand Piech said buying Fiat's Alfa Romeo was still very much in his sights.

The attitudes are a sharp contrast to the Paris show four years ago, when Ghosn strode briskly into a packed ballroom



just off the Champs-Élysées and proclaimed that his companies were “very interested” in forging ties with GM.

Within days, GM would spurn the overture, stay the course and continue its slide into bankruptcy. Why all the courting is part of the quest for economies of scale, electrification and increased synergies across rapidly expanding global markets. “The final consumer will not give us more money,” Bosch chair Bernd Bohr said.

“We as an industry have to organise ourselves differently. “And organising differently in our industry usually means realizing economies of scale, which can be done by standardisation - not everyone making everything and everyone making something a bit differently.” He predicted more alliances between European and Japanese makers – well, Peugeot is already there with Mitsubishi.

In addition, the rapid emergence of the so-called BRIC countries — Brazil, Russia, India and China - has many companies thinking they can’t capitalise on the growth opportunity without help from a partner. And stricter emissions rules across the globe are driving home the realisation that automakers can’t afford to do everything.

BMW’s Reithofer said: “As we look into the future, a lot of players know that if they move forward toward the electrification of cars, they have to invest a lot of money into research and development. I think you are more flexible with cooperation agree-

ments.”

The Prince engine family shares its basic block dimensions with the previous Peugeot TU engine. BMW provided some engineering, primarily its variable valve lift system on the intake side. Other features include on-demand oil and water pumps plus the optional twin-scroll turbo.

The 1,397cc engine gets a range of power from 67.5kW to 72kW and torque of 136Nm to 140Nm, depending on application. It has been used in the 307 from 2005-06, and from 2007 in the 207, MINI, 308 and C3. The 1,598cc engine, used in the second-generation 207, has an output of 88kW at 6,000 rpm with a redline of 6,500 rpm. Torque is 160Nm at 4,250 rpm. It has been used in the 308, C4 and Mini Cooper. One Peugeot turbo version is the EP6DT, (now with 115kW at 5,500 rpm and 240Nm from 1,400 flat to 5,500 in its latest Euro V configuration), and is in the 207, 308, DS 3 and C4. The EP6DTS, with 128kW and 240Nm from 1,600 flat to 5,000 rpm, is in the 308 GTi and Mini Cooper S and was fitted to the 207 GTi, which is no longer in production.

Overboost kicks torque up to 260Nm temporarily.

Through The Pugilist



2010 Peugeot 90X Review

November 2010

Having been kept secret in Peugeot Sport's factory in Vealzy, near Paris, the team's new endurance challenger "known under the codename 90X" has been out for its first track test. "Our objective was to start track testing 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's technical characteristics

The 90X complies with the new ACO's 2011 regulations, and notably incorporates the extra *shark fin* bodywork on the engine cover. This new feature is designed to help prevent the car from becoming airborne in the case of a high-speed spin. As with the Peugeot 908 HDi FAP,

Peugeot Sport has opted for a closed cockpit design, which still 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 an ideal proving ground to provide us with the opportunity to showcase all the brand's technologies."



2010 Peugeot HR1

October 2010

The Peugeot HR1 is an exclusive and innovative urban concept car that blends together a number of genres (city run-around, coupe and SUV). It is targeted at active young city dwellers smitten with design and innovation who are in search of a vehicle that matches their profile.

Peugeot is always exploring new motoring ideas and this inventiveness has already given rise to many production vehicles and concept cars, including a number of genuine commercial and design successes (Coupe/Cabriolet, the 3008 and more recently the BB1 concept vehicle).

The Peugeot HR1 is based on several different body designs: city run-around, coupe, SUV and, in doing so, is creating its own identity and new and original benefits.

The Peugeot HR1 has been created to appeal to young city dwellers; individuals and couples, who lead an active outgoing life and who seek out new lifestyle experiences in relation to their leisure activities and their mobility.

It is designed to make urban travel easy and pleasurable even in the busiest or most confined urban areas. It is helped by its particularly compact dimensions (a length of 3.67m and very short front and rear overhangs) but also an original system for getting into and out of the vehicle.

Based on the Marque experience in this field, the Peugeot HR1 has two electric scissor doors to facilitate access under all circumstances (restricted parking, small garage). To improve visibility and manoeuvrability and provide a dominant driving position, the ride height of the vehicle has been raised, also improving ground clearance.

The Peugeot HR1 contains all the genes of the Peugeot Marque, whose new stylistic design codes were first unveiled on the SR1 Concept car. The Peugeot HR1 shares the same expressive headlamps with their finely chiselled design and the single floating front grille which seems to be detached from the rest of the body, as the SR1.

The overall styling is athletic, powerful and dynamic and is strengthened further by the flowing wheel arches, large wheels and the raised sections above the rear windscreen, reminiscent of the double bubble roof design of the RCZ Coupé. The finesse of the superstructure, the two-tone interplay of polished and chrome materials, every component expresses the high level of build quality, a sign of the meticulous

attention paid to every detail. This is true also of the headlamps and full LED rear lights, finished in the style of hi-tech jewels which give the car a unique signature by day and by night.

Innovation is a strong feature of all Peugeot models and especially the Peugeot HR1. At the rear, the roof bars serve as an ingenious hinge for the opening one-piece, dark tinted glass tailgate.

In keeping with the recent design trends of the Marque's latest vehicles, the interior of the Peugeot HR1 has a structured design, with a High-Tech Coupé driving position, providing a special ambiance through the combination of style, quality of finish, equipment and ergonomics.



The driver and passenger are both provided with a privileged area within the vehicle, separated by a centre console which adds to the futuristic design and helps increase light levels due to the use of electro-luminescent diodes. The fitment of the two glazed roof sections, dedicated to the right and left occupants, with an electro-chrome finish, also help to diffuse more light on request.

The car's instrumentation suggests total command of the vehicle by the driver, with ergonomically placed controls, a small steering wheel, and a Head-Up display allowing information to be seen without the driver taking their eyes off the road.

The passenger compartment of the Peugeot HR1 has a very authentic feel, dynamic, technological and protective, able to shield its occupants from the stress of the outside world.

The Peugeot HR1 is equipped with particularly innovative controls which operate what is known as the *man-machine interface*. The concept car thus has a movement recognition system. Simple and intuitive, this allows the driver to scroll through functions and select available settings with a simple movement of the hand.

For example, by rotating the hand the user can scroll menus, displayed in the manner of a carousel. The driver can also choose to switch control of the menus to the front passenger, with a sweep of the hand from left to right.

The technology controlled by this method includes the audio, satellite navigation and air conditioning systems. The driver can also select, at his discretion, the preferred type of information to be displayed in the instrument panel: rev counter, water and oil temper-

ature during *dynamic driving*, or tourist information when *cruising*. The front passenger, meanwhile, benefits from a mobile PC tablet which allows data to be shared and exchanged with the driver's display.

The ingenuity of the Peugeot HR1 resides also in its modularity. It has been designed primarily for young city dwellers without children, in search of a fun vehicle that is fashionable and roomy enough to



carry their leisure equipment (bicycle, diving equipment, etc) or be loaded up with shopping. Its load area, practical and accommodating thanks to its flat floor and sides, offers a load space of 734 litres.

The passenger compartment can be very quickly configured to accommodate either three or four full size seats, thanks to the clever *stowaway seat* system. With this system the rear seats fold down flat and then fit snugly behind the front seats creating a flat load area floor. As on the RCZ, the special shape of the rear tailgate glass with its raised double bubble sections, allows the rear headroom to be optimised. When both rear seats are raised, the boot capacity is reduced, but it still offers a substantial 180 litres of space.

One of Peugeot's key priorities is to retain its environmental leadership over the coming years. In this respect, the Peugeot HR1 Concept, which is most at home in the city, needed to meet this brief by being particularly efficient and innovative.

The Peugeot HR1, therefore, incorporates Peugeot's innovative HYbrid4 technology with all its associated benefits. With an internal combustion engine at the front and

an electric motor at the rear it can be driven as often as possible in *zero emissions* mode in town at low speed, or with both engines together, providing four-wheel drive capability where challenging surfaces warrant it.

Under the bonnet, the internal combustion engine which drives the front wheels is a new three cylinder petrol unit. It has a capacity

of 1.2 litres and, using Peugeot's THP technology, produces 110bhp. It is one of the members of the future family of three cylinder engines currently under development. As part of Peugeot's downsizing strategy, the engine has been developed using the most advanced technologies, combining both a high level of performance with envi-





ronmental efficiency.

It is linked to a 37 bhp electric motor and, therefore, has a maximum potential power output of 147 bhp, with a combined fuel consumption of 81 mpg and CO2 emissions of just 80 g/km.

The electronically-controlled 6-speed manual gearbox (with control paddles on the steering wheel and a centrally mounted gear lever) coupled with this power train is de-

signed to offer maximum control. The driver can also opt between two modes of operation, sequential or auto-matic.

The Peugeot HR1 has a pseudo McPherson front suspension and a tor-

sion beam rear suspension. Steering is provided by an electric power steering system which offers excellent handling characteristics at low speed, astonishing agility during manoeuvres and maximum accuracy at higher speeds, for good all-round performance.

With its high-performance suspension, efficient steering and new power train, the Peugeot HR1 provides a unique driving experience, combining the emotion of real driving enjoyment with the rigour of genuine environmental efficiency.

Technical Data Peugeot HR1 Concept Car

Petrol Engine Capacity 1,197cc
 Maximum power 110 hp
 Maximum torque 195Nm
 Rear Electric Motor Type Synchronous with permanent magnets
 Continuous / peak power 27bhp / 37bhp
 Continuous / peak torque 100Nm / 200Nm
 Total Maximum potential power 147bhp
 Tyres Type Michelin Size 225 45 R19
 Transmission Type Electronically-controlled six-speed manual gearbox
 Fuel tank Capacity 41 litres
 Fuel Consumption Combined cycle 81mpg
 CO2 (g/km) 80g
 ZEV Combined cycle
 Zero Emission Vehicle CO2 (g/km)
 Dimensions Overall length 3694 mm
 Overall body width 1755 mm
 Overall height with full tanks 1492 mm
 Wheelbase 2311 mm
 Front / rear overhang 703 mm / 680 mm
 Front / rear track 1534 mm / 1512 mm
 Interior Load area volume in 2 seat configuration 734 litres
 Load area volume in 3 seat configuration 457 litres
 Load area volume in 4 seat configuration 180 litres
 Weight Kerb weight with full tanks 1130 kg

**Peugeot Association of
Canberra
Minutes of Annual General
Meeting (AGM)
8pm 26 October 2010
Canberra Services Club
Manuka ACT**

Persons Present

Brad Pillans (Chair)
Peter Rees
Bill McNamee
Neil Sperring
Glen Bryden
Derek Flannery
Ian Brock
Daniel Fowler
Colin Handley
Neil Birch
Ian Hughes
Allan Lance
Ross Stephens

Apologies

Rick Phillips

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

Minutes of the last meeting

The minutes of the last meeting, held on 28th September 2010, were accepted with one amendment – that the cost of insurance was \$561.50 (not \$545 as reported). Moved Brad. Seconded Glen. Carried

Treasurer's report

Glen tabled the audited Financial Report and advised that the closing balance was \$7646.65 which was significantly lower than the opening balance of \$9,730.55. The previous year balance had been \$7,556. However, outgoings included payment of \$2,505.00 for merchandise for the 2011 Easter Pageant which will be recouped through pageant registration fees. Glen advised that the report was clear of any comment by the auditor and that there are no outstanding debts.

Glen moved that the treasurer's report be accepted. Seconded Brad. Carried.

In view of the club's excellent financial position, Glen moved that the membership fees remain the same. Seconded Ian Brock. Carried.

It was noted that some members had failed to renew their memberships, perhaps because they had not received a reminder notice. Bill to follow up.

Election of Office Bearers

All positions were declared vacant. The results of the elections are given in the table on the following page.

Other Business

1. Members were reminded that French Car Day will be held at the Telopea Park School Fete on Saturday 6 November from 3pm. Arrangements have been made for prizes, through Shannons' sponsorship.

2. Brad advised that arrangements are being made for a Christmas BBQ which will be subsidised by the club, possibly to be held jointly with the Renault Club.

3. Brad gave a brief update on the Easter Pageant.

4. Neil reported news from the ACT Council of Motor Clubs, who held their AGM on 16th September with Sue Walker elected as the new president. Upcoming events include:

31 October – Canberra Swap Meet, at EPIC.

13/14 November. Bendigo Show and Shine

21 November – Marques in the Park

Meeting closed at 9.20pm.

Election of Office Bearers 2011

Position	Person Nominated	Nominated by	Seconded by	Result
President	Brad Pillans	Colin Handley	Allan Lance	Elected unopposed
Vice President	John Bower	Neil Sperring	Derek Flannery	Elected unopposed
Secretary	Rick Phillips	Brad Pillans	Ian Hughes	Elected unopposed
Treasurer	Glen Bryden	Brad Pillans	Derek Flannery	Elected unopposed
Technical Officer	Bill McNamee	Ian Brock	Colin Handley	Elected unopposed
Roar Editor	Peter Rees	Brad Pillans	Allan Lance	Elected unopposed
Production Editor	Allan Lance	Peter Rees	Derek Flannery	Elected unopposed
Social Secretary	Colin Handley	Brad Pillans	Ross Stephens	Elected Unopposed
General Committee	Daniel Fowler	Brad Pillans	Derek Flannery	Elected unopposed
	Derek Flannery	Allan Lance	Neil Birch	Elected unopposed
Public Officer	Neil Sperring	Brad Pillans	Ian Brock	Elected unopposed
	Geraldine Butler	Bill McNamee	Allan Lance	Appointed