

ROAR

Magazine of the Peugeot Association of Canberra



September 2010

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ON THE COVER

The new Peugeot RCZ arrives in Canberra.

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,

The much-awaited Peugeot RCZ was recently launched in Australia and is now available from dealers around the country, including Canberra.

Without a doubt, the RCZ is a terrific looking car, and as luck would have it, I had a short test drive, this week, with Sean Patterson at Melrose Peugeot.

The car we drove was a white 6-speed manual with 1.6 litre turbo petrol engine, black leather trim (including leather dashboard) and 19-inch wheels. Other variants include a 6-speed auto and a diesel HDi (6-speed manual); 18-inch wheels are also available.

Despite the large wheels (and skinny rubber depth), the ride was not as hard as I expected – in fact it was similar to the ride of my

407.

Needless to say, acceleration was brisk (quoted acceleration is 0-100 km/h in 7.5 seconds) and the handling was superb, with little body roll on cornering. An interesting feature of the car is an “active” rear spoiler, which changes position according to vehicle speed or can be operated manually.

Even for a tall bloke like me (192cm), it was possible to find a comfortable driving position, something that is not always possible in smaller cars. However, I wasn't tempted to try sitting in the back seat – it looked a bit cramped and more suitable for children or shopping bags.

All in all, from my brief encounter, I was impressed with the RCZ, However, if you want one, get in quick – they are destined to be in short supply and eagerly sought after.

Even though Easter 2011 is still some way off, it's worth mentioning that the annual Peugeot Easter Pageant will be held in Canberra next year from the 22nd to 25th of April. And yes, Easter Monday will coincide with ANZAC Day, which means that Tuesday will also be a public holiday.

Our Pageant Subcommittee, comprising Peter Rees, Colin Handley, John Bower and myself, is well underway with planning the event, which will again be based at Eaglehawk Holiday Park (www.eaglehawkpark.com.au), where there is a range of accommodation options to suit any budget.

The program will include a *concourse d'elegance*



at Mt Majura Vineyard (Sat morning), driving skills events (Sat afternoon), novelty trial and day run to Braidwood (Sun) and formal dinner (Sun night).

The next club meeting will be held at the Canberra Services Club at 8 pm on Tuesday 28 September, with dinner from 7 pm.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

306 XSi

306 XSi 5 door hatchback, 1998, white, low km (129,000km), tow bar, Canberra car, 2 owners, sporty hatch.
\$6,500 ono.
Contact Lisa: reno1338@hotmail.com

505 GTD

505 GTD Turbo Diesel, 1988. 40,000km on rebuilt engine, \$5,000 alone spent on parts. New clutch and starter motor. Injector pump rebuilt earlier. Car travelled 285,000km. Rego no: CL-112. Price \$4,500. Contact Jon Molvig 02-49986152 Quorrobolong (near Cessnock, NSW)

WANTED

504 GL Sedan

A late ('77- 81) 504 GL sedan, manual, carburettor model which does not have and hasn't had a rust problem. I am a 504 enthusiast and a serious buyer if I can find a car with the above specifications which is original, well kept and worth me spending time and money on to bring back to a long life as my daily drive. Please phone Ian on 02 44417522 (Vincentia, NSW) if you have or know of a suitable car which may be for sale.

CLUB EVENTS 2010

28 September

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

17 October

Marulan track day. See separate story.

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)

26 October

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



2011 Peugeot Pageant

The Peugeot Association of Canberra Incorporated extends a warm welcome to those Peugeot enthusiasts attending the Easter Pageant in Canberra from 22 to 25 April 2011.

The Pageant Sub-committee, comprising Peter Rees, Colin Handley, John Bower and Brad Pillans, is well underway with planning the event, which 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.

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 wine.

The weather will most likely be quite cool at night, but at this time of the year it can also be cool during the day.

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.

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 new National Portrait Gallery.

More details will follow in coming weeks.

8th Annual
MARQUES
in the
PARK

Free event
 COUNCIL OF A.C.T. MOTOR CLUBS
 INCORPORATED 1984
www.actmotorclubs.org.au

21 November
2010

John Knight Park
Belconnen, A.C.T.

Motoring Enthusiasts Picnic Day
10.00 am - 3.00 pm - Kick back and relax

Council of ACT Motor Clubs, Spring Time Motoring Event

EVENT SPONSORS

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EVENT ORGANISER

 **CANBERRA**
ROD & CUSTOM CLUB

Contact: Bruce Perry - Ph: 02 6254 5059 - marques@actmotorclubs.org.au

Marulan track day

Helen Louran, Sporting Director, Peugeot Club N.S.W.

The Peugeot Car Club of N.S.W have booked the Marulan track for Sunday 17 October.

You're all invited to join us. You'll be able to enjoy testing your cars and your driving skills in the safety of a purpose-built training facility.

The day will cost \$110.00 per person and you'll be divided into groups from beginners to experienced drivers for your runs.

Two instructors will be present.

Each group will spend about 15 minutes at a time on the track, which means you get about four to five runs, depending on the numbers of people on the day.

It is hoped that we will again have the numbers for an exclusive French Club day on the 1.1kilometre private track.

The venue is the Marulan Driver Training Centre, a private circuit run by Gary & Natalie Wilmington in a bushland setting 27km north of Goulburn.

Go to www.mdtc.com.au where there are pictures and quite a bit of information, it's a great website...

There is an undercover area for comfortable viewing of the action right in front of the uphill straight.

The cafe will be open for coffee, great snacks and lunch.

The gate opens at 8 a.m. for registrations to begin, the briefing starts at 8.45 and includes a track walk and tips on how to take the turns for familiarisation, and the action starts at 9.30.

If need be, helmet hire is \$20.00 for the day, with a deposit of \$50.00 which is given back on return of helmet.

The passenger fee is \$50.00 a person,

and parent supervised juniors, from 15 years, are accepted for a day licence of \$20.00.

If you're interested in taking part or have any questions you can email me at : helenandneale1@optusnet.com.au

or: (M) 0413594792
(H) (02) 97180321



Outback 2011 - Victoria, South Australia and New South Wales

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

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

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

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

On thin ice

Steve Palocz

In mid-July I was going to visit Neville Summerill at Bombala, driving in my 3 litre 406 and travelling via the Snowy Mountains Highway.

I was driving through Tumut around 1.30pm and the weather was 8 degrees, overcast and dry. Heading east from Tumut the highway is still going up in altitude and rain had started to fall, as was the temperature.

About 20 minutes after Tumut the rain turned into sleet and I thought how nice to see light sleet falling. After 15 minutes the sleet thickened to snow and the outside temperature was now around 3 degrees. The countryside was looking very Christmassy and white though the road was still black. I even stopped a couple of times to take some Christmas like photos of the countryside.

About 45 minutes out of Tumut the outside temperature was now down to 0 degrees. I had the inside temperature set to a warm 23 degrees.



The countryside was now heavily snow covered and a snow plough coming in the opposite direction went by. It was then that I realised the road was completely covered in snow and everything now was really looking very Christmassy. Very nice, like in the Christmas cards we send in December to friends who we haven't seen for years.

A few minutes after passing the snow plough I pressed the brake pedal to slow down when all of a sudden within a blink of an eye the car is slewing sideways to the left follow-

ing the camber of the road. Without thinking I have the steering on full opposite lock but still heading into all the lovely Christmas card snow!

As the left wheels touch the edge of the tar, I'm now slewing to the right side of the road. Without thinking I'm now on left steering lock but sliding to the right. As the right wheels touch the edge of the tar I head back to the left again but something I did got me wriggling in the centre of the road and finally I straighten out.



My adrenalin by now is pumping but not giving me the thrill that I like when driving my 406. I look in the rear view mirror and see my tracks in the snow going from one side of the road to the other. The wheel tracks looked exactly the same as those on the “slow when frosty” signs!

I realised that there is ice under all that “nice” snow. So I plod along for some more kilometres, as the weather slowly gets colder. The outside temperature now is down to -3 degrees with the display blinking and

it’s not even 3pm! I guess the outside temperature gauge was shivering. Then I accelerate slightly when within a blink of both eyes I’m slewing to the right following that road camber again. Again I’m going from left steering lock to opposite lock when the wheels touch the edge of the tar and I regain control.

I had passed a sign that shows Cooma 80km to go and Tumut 100km behind. I thought bugger I can’t take this for another 80km not knowing what the road ahead is like. It’s bad enough getting stuck at the side of the road in the middle of nowhere in dry weather. But just imagine getting stuck off the road in the country with snow everywhere, the tem-

perature at minus something and the nearest help nearly 100km in either direction.

So firstly I decide to pull over very slowly and take a leak. It’s simple if I didn’t have a pee outside of the car now and if I had another episode of slip sliding away I could pee myself inside the car. My adrenalin was really pumping. Just how much adrenalin does a person have?

While I was outside enjoying the view I noticed that ice had built up in the wheel arches from the bottom of the mud flaps to the top of the wheel arch. I checked all the wheels and the ice had built up so much that the ice was constantly rubbing on the tyres. As I got back into my 406 a Mazda Tribute 4WD passed by and about 100 metres later slowly goes front first into a snowy ditch at the side of the road. That’s it — it’s about time I turn around and head back. If a 4WD goes off the road I have little chance of reaching Cooma.

Now driving really slowly I found a spot that I could turn around where the roadside is flat on a slight uphill gradient. A couple of metres off the road my left front wheel started to spin in the snow with no grip. I backed off the accelerator straight away. I put the car into reverse and with the motor idling I steered for the road slowly going backward. Luckily the spot I chose to turn around was sloping uphill so with gravity assisting me I rolled back onto the road to drive back to Tumut 100km away. I remembered that the

snow started about 50 or 60km back so I hoped the road was clear after that.

I realised that I could not go any faster than 30 or 40km/h. I could not brake any more than slightly and could not accelerate any more than very moderately! Great, I had to drive as if I had an egg between my foot and the accelerator and the brake pedal! Driving back to Tumut on level road was not a problem except for those Subaru's that were overtaking me at 60km/h. Show offs!

The other problem I had was making sure I was driving on a road. The snow covered everything so much that if there were no wheel tracks in front of me I had to keep an eye on the roadside markers. Time drags on at 30km/h.

Then I remembered that when I was heading out of Tumut I had gone up some steep hills. That means when going in the opposite direction they become steep declines. Yep sure enough I find myself at the top of a mountain looking down a long slope for about a kilometre. I felt as if I was on a roller coaster with no brakes. As I started down my speed slowly increased to 40km/h and I was thinking what now I've still got much more to go before I reach the bottom. I manually change down gears from



third to second and finally first gear. Luckily, staying in first or second gear and very gently keeping my foot on the brakes meant I stayed between 30 and 40km/h.

I'm glad my wife was not with me — she would not have enjoyed all this steep white countryside. A couple of times I thought that I would lose the car again and head god knows where off into the scenery. I found that being in second or first gear gave me more control by just letting the motor slow me down without having to use the brakes.

I used this technique on a couple more downhill sections with a bit more confidence. On level roads if I wanted to slow down all I did was gently take my foot off the accelerator and slow with the motor. I was driving for about one hour and fifteen minutes at 30 to 40km/h. I noticed the outside temperature slowly increase to around 4 degrees and the road finally turned to a nice black.

I checked for any cars in either direction and then carefully tried the brakes a few times to see if things were normal and this time no surprises. The car pulled up in a straight line and was not heading off the road. Then my phone beeped me about a missed call. This was good because it indicated that I had phone reception. I pulled over and rang Neville to let him know the highway was snow bound and I couldn't get through.

I checked who was trying to ring me — it was my wife. I rang her and she asked how things were going. I replied everything was fine, no problems. Just that there was too much snow over the highway and I decided to turn back and head home.

As a footnote I noticed that the ABS didn't seem to function when I was sliding on the icy road. It started to operate when one side of the car was off the ice and on the edge of the road. Then I noticed the brake pedal modulating. I realised on icy roads when all of the wheels lose grip the ABS is no use.

The Pugilist

Peugeot time in Madagascar

Chris Deligny treks to the French island of Réunion, with side trips to Madagascar and Mauritius.

It was time to arrange the annual Peugeot-spotting destination. The minister for overseas travel was keen for us to go to Ile de la Réunion, which is an overseas department of France, in the far western Indian Ocean, and recently mentioned in the rescue of a certain young American sailor.

We could not go there without going a bit further, to the world's fourth largest island but seventh poorest country – Madagascar – and would round off the area with a few days in Mauritius.

As we both speak a few words of French – and I even have some rellies in Réunion, thanks to my late French father – we were set for some prime Peugeot spotting, with a bit of bushwalking, volcano-climbing and helicoptering in the mix.

As Réunion is administratively – but not geographically – part of France, it was effectively just like being in France, but a lot warmer and more tropical. It's also, to a certain extent, more scenic.

The island is 2,500 sq km, about 60kmx40km; so it would fit comfortably within Sydney, except that it has a 3,000m

mountain in the middle of it.

The car spotting started at the doors of Roland Garros airport, St Denis. Most vehicles were white for some reason, I guess against the tropical heat. I was initially a bit disappointed to find that most of the cars were just like what is found in the mainland – all the newer models – with many being used as taxis.

But, as we left town and spent a few more hours (which turned into

days), it was evident that the oldies were out there – plenty of 205s, 106s, the ubiquitous 309, a few 404s and 504s.

The island itself is lush and tropical, with vast areas of sugarcane. As the slopes rise from the coast up to 2,200m within a few kilometres in a straight line (but 40km by road!) there are numerous curves, bends, twists and hairpins. Anyone who knows Elanora Road up from Wakehurst Parkway at Narrabeen in





Marketing slip up: A 206 with a 207 nose — the curiously shaped 206+

Sydney will get the idea, where the longest bit of straight road may be only two or three car lengths.

Our own hire car was a 207, which was totally uninspiring. We would not rush home and get one, like we did with the 206 that we once drove around France. We made a visit at the island's biggest Peugeot dealer, who had the expected range of new models, as well as the 3008 and 5008 next to each other.

They also had a spread of the 206+ models, which I had seen previously in

Noumea, and it looked like they were moving off the showroom floor just as slowly.

Next stop was Madagascar, a 2hr flight to the west by propeller plane, and little did we know what awaited us. The island is around 400km wide but over 1,800km long, an ex-French colony that gained its independence in 1960. It is slightly bigger than France, and looks roughly like a left footprint, as the locals were keen to show us.

I took several Peugeot photos in the airport car park minutes after arriving, and could have taken

100 shots, just of notable Peugeots, along the 12km in from the airport. We were collected in a 406 wagon, and were literally chauffeured around the capital, Tana. That is how tourism is done there, where virtually any western tourist can afford such comparative luxuries.

An initial walk around the relatively better off heights of the city was at a virtual standstill, just from looking at – and photographing – Peugeots. With a few new ones, they ranged from 203, 403, 404 and 504 utes with canopies (more later), to 104, 204, 304, 305, 205 and 309 (all used for taxis), through to some 505 and 405, with the odd 106, 206, 207, 306 and 406.

In the lower town was an old-fashioned dealer, yet to join the “blue cube” movement. I’d even say it was art-deco. I had a small





stopped.

Having been a driver of “taxi brousses” (bush taxis), he knew the length of the island backwards. There were several interesting cars that we came across that he already knew of, such as a Dangel 504 ute that he took me to, and an Mi16 that he could verify was a real one, as he knew the owner and the car.

In the provincial towns, the bush taxis – the local transport – were overwhelmingly 404 utes with the canvas covering. The locals would pile in – sometimes sitting, sometimes standing – and the car leaves when it’s full. And when they say full, they mean full.

There were a few examples of 403 utes and briefest look around

the “town square” – that is the red dirt patch that doubles as the bus station – revealed a veritable fleet of these 404s. Most had no door linings, no door locks, no petrol cap, and five-stud truck wheels. Of the relatively few people who could afford cars, once they have them they like to do them up. The list of mods

digital camera always in my hand or pocket, and just whipped it out and back in so as not to draw attention to myself – any more than I already did. I’d go so far as saying that I missed more shots than I took. Gail and I took a private tour down the main RN7 from the capital to the south, approx

1,000km, over eight days. The road is now sealed all the way, which was certainly not the case even 2 years ago.

We were in a Laguna wagon, and our driver was very sympathetic to, if not bemused by, my penchant for French cars. He allowed for, even suggested, photo stops – and some not so



was endless – mag wheels, wind deflectors, aerials, spotties, carbon fibre panels, bonnet scoops, air dams, rear wings, dashboard carpets, fuel flaps, hub caps, spoilers, badges, grilles – you name it! That made for very interesting individual vehicles, to the point where there were probably no two cars exactly alike.

The price of petrol was €1 for diesel, and €1.2 for petrol. It is not cheaper there just because the country is poor. One side-effect is that it is out of the question for taxis to fill up at start of shift. What they do is buy a litre at a time – because that's all they can afford – and feed it directly into an engine



[Needs a lift:](#) This Dangel 504 is looking a bit down pipe from the cabin.

Whilst there were full-size servos, with full service (don't forget to tip), there were also roadside stalls with 44-gallon drums, a hand pump and a supply of one-litre soft drink bottles. In fact, that is how they sell their tyres too, just from wooden huts beside the road. It is even how they do their repairs. A shop-tfront, even an awning, is a luxury – as is a jack.

Photos I took show people doing the weld-

ing or mechanical repair on the red dirt, or in the gutter, squeezing themselves under the car. Perhaps that could have been better put, but you know what I mean.

The people were very friendly. In two cases I approached the owners of Mi16s, explained the situation, and they were delighted that I showed an interest. They opened the bonnet, and told me the life story of the car. One was an '87 model, which would have been one of the first made.

One time in a country town there were two 404 camionettes and a 504 wagon in someone's front yard. Our guide just opened the gate and again explained my interest, and the whole family came out greet us, fascinated that someone would want to photograph their bomby old cars.

Back at the airport on the way out, a highly modified 405 sedan went past and up a side street. Having time to kill, I wandered up and spoke to the occupant. He readily agreed to my request to take shots of the car, and of him sitting inside with a live chicken in his lap.

The cars had all come from either Réunion, or direct from France, and all second hand. By my own observation, at least one in three cars was a Peugeot. It must surely be the highest concentration of Peugeots anywhere in the world.

Even the souvenirs are Peugeots, with wooden models in various sizes of the 404 taxi brousse, and I scored a 20cm 203 hand-made out of old tin cans.

There were so many 404s and 504s, that the question must be asked – again – why these models are being plundered from the likes of Australia and England, and sent to the Middle East, when they have a much closer source of models that are already LHD. It is not a country that we would readily return to, but one that should be on the radar for the serious Peugeot enthusiast.

Through The Pugilist





24 hours with the Pugger Buggers

Richard Marken

Kay and I had decided on joining the Pugger Buggers Run organised by Neville Summerill on the section from Murwillumbah to Tweed heads. This part of the run had been organised by David Besson and David suggested that Kay and I join them.

David's partner Gayl must dread seeing the 605 ute roll up David's driveway now, first time the ute was full of various 604 body and trim parts, this time it was loaded up with lots of engine and gearbox parts. These included a complete gearbox and most of an engine.

So with another load of parts to deliver to David and the prospect of a day's driving in the Mount Warning area, Kay and I duly loaded the ute and made tracks to Murwillumbah Wednesday afternoon. With car parts un-

packed we settled down to help David and Gayl get ready for the arrival of the Pugger Buggers for a barbecue that evening. Mostly we watched them.

With quite a long drive guided by Damien

Jenkins behind them, we assumed that an early evening would have been the order of the day. But as with most Peugeot related gatherings the talk seemed to go on forever with the Pugger Bugger's group leaving Da-



vid's at about 11pm. We then sat down and chatted until midnight before we finally decided bed would be a good option, since we had a day's driving and sight-seeing ahead of us.

Thursday was a 9am start with the Puger Buggers assembling at David's before a quick visit to the Info centre to see if any other Pugs were going to join us. Then we headed off on a scenic drive around Mt Warning. As the 404 50th birthday was the theme of the Puger Bugger's Run we had three 404s, a ute, station wagon and sedan, in the group with a 504 and 406. David elected to drive his 407 (didn't want to get the 404 dirty) and Kay and I were in the 605 ute.

The original plan of setting off at three minute intervals to follow French instructions was altered to a processional run, as Damien had suggested that a morning break at the Jen-

kin's property "Gibbyean" for a quick look at some Peugeots would be nice.

After a slight hiccup trying to find fuel for the 504 we headed off on our run. The start of the run was the same as we had previously covered on our last fuel economy challenge. This was over to Stokes Siding, along Dunbible Creek, heading towards Uki and then past the Mount Warning Rd to Damien and Ronda's place. A very pleasant drive, a tad slow as I knew there is no such thing as a quick visit to Damien's, not when you have a bunch of car nuts in tow.

As expected the quick visit turned into a two hour grand tour and I thank Damien and Ronda for taking the time to show the Puger Buggers and others



what they do in their spare time when not earning a living. To describe “Gibbyean” as and “Alladin’s cave for car nuts” does not even come close to covering the alchemy that happens there. Thanks again for your time, Damien.

Our morning tea stop was at Mt Warning and we headed up the road to the Wolumbin National Park. This is a good road to find out if your car’s cooling system is in good condition. This climb pushed the temperature gauges into the unknown territory for the 605 ute. The engine wasn’t too bad, a touch high but the auto really pushed the limits and I was relieved when we reached the car park without any major problems. I don’t think any of the Peugeots disgraced themselves; the same cannot be said for some visitors to Mt warning, with much evidence of radiator and transmission failure staining the road.

Over morning tea (it was 12 midday) David alluded to the fact that he had never driven an auto car up there that didn’t push the transmission temperature into the red. That made me feel better about the 605’s performance.

Smoko and a short rain forest walk and we were back on the road and sort of headed for our lunch stop at Tyalgum. This took us back through Uki heading for Mt Byrill and then onto the dirt around the back of Mt Warning.

The dirt road wasn’t too bad, a couple of patches of bad potholes, I only hit one a

bit hard, but all in all quite a scenic run with quite a few opportunities where Kay said stop or put down the window so she could click away.

Eventually we rolled into Tyalgum and pulled up opposite our lunch stop “Flutterbies” cottage café. Flutterbies is one of those uniquely country cafés with an alternative life-style come country-cooking menu and a vast array of knick-knacks for sale, some of which found their way into Pugger Bugger cars. The food was good, even if it lacked red meat, and the café trade-mark butterfly cake divine. A long lunch ensued. Oh! The throne room was an altogether different level again, the Queen would be proud to “go” there.

From Tyalgum David had us on the scenic drive to Tweed Heads. Unfortunately the drive through Tweed Heads to the Pugger Bugger motel was an absolute nightmare of heavy traffic and traffic lights. We were rewarded once at Point Danger however with the migrating whales putting on a bit of a show off the coast and an aboriginal artist putting the finishing touches to one of his paintings in the park.

With the Pugger Buggers returning to their motel, Kay and I, with David and Gayl, headed down to David’s unit at Kingscliff to change and freshen up to once again meet up with the Pugger Buggers for dinner at the Ivory Tavern at Tweed Heads. Chris Bengston and Margie joined us at Kingscliff and then we all met up with Jan and the Pugger Buggers at the tavern.

Thursday night special at the Ivory Tavern was a \$6 T-bone and chips with any drink purchase. The steaks were large and tender, the

company fantastic and we probably stayed too long talking and farewelling.

The Pugger Buggers would be heading home from here on Friday morning, and we wished them a safe trip home. Kay and I returned to Murwillumbah with David and Gayl before we too drove home on Friday.

A wonderful 24 hours plus with the best of company, the best of vehicles, and apart from one or two potholes, the best of roads. Thanks again to David and Gayl and Damien and Ronda for your efforts to make us all welcome in your part of the world.

From The Pugilist

Peugeot EX1 electric vehicle concept revealed

One part Peugeot 508 and two parts Batmobile, Peugeot has revealed its latest concept in the form of the EX1 Electric Vehicle Concept, promised earlier this month in a series of teaser images.

Celebrating Peugeot's 200th anniversary, the all-electric EX1 draws on Peugeot's new styling language – featured most recently in the new 508 and the stylish SR1 concept – executed for the EX1 in a design that Peugeot describes as a 'water droplet exoskeleton'.

Power for the EX1 is provided by two electric motors – one at each axle – producing a combined output of 250kW and 250Nm of instantly-available torque, with energy coming from a lithium ion battery pack.

No performance figures for the EX1 have been offered, although Peugeot claims it has already "broken several world records for acceleration from a standing start." (An odd claim to make without offering numbers to back it up...)

Access to the EX1's interior is made by climbing in through reverse-opening doors, and the two seats are fitted to the doors rather than to the monocoque frame of the car itself.

Suspension is managed by a drop-link

double wishbone system at the front, while a motorbike-like swing-arm manages suspension at the rear, linked to a central shock absorber.

While we wait for details of its claimed achievements, Peugeot says it aims to break even more world records with the EX1 this year.

Courtesy TMR – The Motor Report



Peugeot iOn

Peugeot has released new information about the iOn electric vehicle.

Essentially a re-badged Mitsubishi i-MiEV, the iOn features an 88-cell lithium-ion battery pack which sends power to an electric motor with 47 kW and 180 Nm of torque. This enables the car to accelerate from 0-100 km/h in 15.9 seconds, before hitting a top speed of 130 km/h (81 mph).

Peugeot says the car can travel up to 150 km (10 km less than the i-MiEV) before needing a recharge. This isn't all that bad, considering 90% of "daily trips" are less than 60 km.

When the batteries are fully depleted, they can be recharged with a standard 220V household outlet in approximately six hours. If that isn't fast enough, a three-phase 380V rapid charger can replenish the battery 50% in fifteen minutes and 80% in thirty minutes.

In terms of styling, the iOn has a unique Peugeot logo (which is pearlescent white / chrome), alloy wheels, fog lamps, and automatic headlights. Inside, the cabin boasts remote control central locking, air conditioning, electric windows, and an MP3/CD audio system with Bluetooth / USB connectivity.

Options include a cold weather package (heated driver seat and electric mirror de-icing), a navigation system, and a commercial vehicle package which eliminates

the rear seats allowing for a load capacity of 1.1 cubic metres.

The iOn will be available through an all-inclusive five year lease (which includes the vehicle, the battery pack, service / maintenance, and a five / 50,000 km warranty) for €499 per month (including VAT).

Source: Peugeot



Peugeot offers lowest CO₂ levels

In a bold move Peugeot has taken the initiative when it comes to reducing emissions. Since late 2009, Peugeot has been progressively introducing EURO 5 standard engines across its passenger and SUV range for Australia.

The EURO 5 standard engines apply to models in the 207, 308, 3008, 407 and 4007. These engines will also apply to the soon to be released RCZ.

“For some time now, we have been aware, as have the rest of the motor industry that emissions are of a growing concern to motorists, both here and world wide,” Ken Thomas, General Manager / Director of Peugeot Australia, said.

“Which is precisely why all passenger and SUV vehicles in our range will have transitioned from EURO 4 to EURO 5 standards by the end of this year. Indeed a high proportion of our current model range is already available for sale with this advanced technology.”

Peugeot Australia are confident that by adopting EURO 5 standard engines in 2010, their customers will be ahead of Austral-

ian new vehicle emission targets for 2015 of 190 grams of CO₂ per kilometre. Current Peugeot models offer an average of just 171 grams of CO₂ per kilometre (based on a volume weighted average of all Peugeot vehicles sold in Jan-July 2010).

Future Peugeot models such as the 508 will also embrace the EURO 5 standard engines and other models will feature “stop-start” turbo diesel technology. This not only lowers emis-

sions but also delivers significant savings in fuel economy.

Currently, Peugeot offers ten model variations across the range, which deliver fewer than 135 grams of CO₂ per kilometre which Mr. Thomas believes is proof that today's Australian motorist is able to enjoy dynamic performance, style and eco-efficiency as benefits of the same vehicle.



Peugeot announces 3008 HYbrid4 – world's first diesel full hybrid

Peugeot has announced the 3008 HYbrid4 – the first diesel-powered hybrid to hit the markets anywhere. The car will go on sale in Europe in 2011.

As Peugeot had previously announced, the 3008 will be the first vehicle in the French automaker's lineup to feature this new powertrain set-up, which is slated to follow in the RCZ model too.

The HYbrid4 features a 2.0 litre HDi diesel engine with 120 kW and 300 Nm of torque powering the front wheels while a 27 kW electric motor mounted on the rear axle powers the back wheels. The electric motor is fed electrical current from the nickel metal hydride batteries fitted under the trunk.

The rear-axle motor provides a constant 100 Nm of torque but can be called upon to deliver 200 Nm at its peak. The car's maximum total output reaches 147 kW and 500 Nm of torque.

Along with the 6-speed manual gearbox (BMP6), the stop-start system, the kinetic energy recovery system, and an electronic control unit that manages the various modes of the diesel engine and electric motor working together, fuel economy on the 3008 HYbrid4 is a spare 3.8 litres/100

km and its CO2 emissions rating is a very green 99 g/km – solid credentials for a crossover/SUV model that will make it one of the most competitive vehicles in its segment.

The 3008 Hybrid4 goes on sale in Europe next spring.

Source: Peugeot



203 in a class of its own

Flash

I took Harriett (Carolyn's blue 203) to Beaudesert for a run (to buy her a new cover). Since the engine rebuild nearly, 4,000 miles ago, she is just getting better and better to drive.

I was enjoying myself just sailing along at 60 to 65 and wondered if I shouldn't just continue driving off to wherever she took me enveloped

in the sensation or if I really did need to drive home.

Filled her up as well and she got 31.5 mpg out of the last tank full. Might have a little leak at the flange gasket so I will see if the nuts are loose and tighten them up if they are when we next take her out again.

The only drama was on the way home. I was just tootling along when coming towards me were not one, not two, not three, not four but five - yes FIVE - Triumph Heralds with about 25 or 30 cars, trucks, utes, vans and at least one bus strung out behind them as the Triumph Heralds gasped their way towards Beaudesert. I cannot believe that anyone

would be seen dead in public driving a Triumph Herald.

Anyway they went past without hitting me so that was at least one blessing. (Though I must admit that the front end of a Triumph Herald goes well in a home built clubman.)

The 203 is a delight to drive and the more miles she does the better she gets. If you don't own one then you should try and remedy that immediately.

Through Peugeotmania



Peugeot Australia continues support to the white lions of Mogo Zoo

Peugeot Australia has reconfirmed their support announced four years ago for Mogo Zoo's white lions.

The rare big cats were the first white lions ever born in Australia.

Peugeot Australia said in a statement that the addition of these two newborn cubs at the time was an exciting occurrence as this endangered species, which had been extinct in the wild for over 12 years, was under serious threat. The two new additions – aptly named Purr and Joe – represented a major step forward in global efforts to keep the species alive.

Peugeot said it was proud to announce that it would continue its corporate sponsorship of Mogo Zoo's white lion breeding program for a further year in an effort to support the zoo's vision to save the species from the threat of extinction.

This breeding program remains active in Australia

today due to the dedicated efforts of the team at Mogo Zoo. Through the Zoo's facilities, conservation, public education efforts and care of these rare beauties, they have successfully bred a total of nine white lion cubs since the inception of the breeding program in 2006.

Peugeot has always "prided" itself on being environmentally aware and this is shown today with the economical, environmentally friendly range of vehicles available.

Mogo Zoo's commitment and continuing success with various global breeding programs is integral to the conservation of many of the world's endangered species. This success has elevated Mogo Zoo's international profile and



significantly highlighted the plight of endangered species. Zoos today play an essential role in securing the future of threatened species and the success of Mogo Zoo's white lion breeding program is a testament to this assertion.

General Manager / Director, Peugeot Australia, Ken Thomas said: "With the lion as Peugeot's corporate identity, the clear and immediate connection to Purr and Joe is an obvious one, so the opportunity to work with Mogo Zoo and contribute towards the survival of these beautiful and endangered lions makes perfect sense. Furthermore, our commitment to minimising our carbon footprint

and creating vehicles which are eco-friendly in many ways ties in so well with our commitment to support the conservation of these beautiful animals,"

Following negotiations between the two companies, Kirin Tipping, Events and Promotions Manager for Peugeot, visited Mogo Zoo and commented: "The entire day was amazing. What began as any other day ended as an adventure that made my heart soar. From being able to feed and pat an African serval on my lap, to meerkats clambering all over me, the entire day was magnificent – glorious, superb. Something I will remember forever".

French coachbuilder stamps out new future

New owners and a French government loan have rescued Heuliez, the country's last coachbuilder, from bankruptcy protection. But the firm – known to Peugeot enthusiasts for building the stretched limo 604s – will no longer build cars and instead will become a parts supplier.

New chief executive Francois de Gaillard told Automotive News Europe it would concentrate on supplying stamped parts and subassemblies to automakers and other industry sectors. Baelen Gaillard Industrie bought the stamping and body side of Heuliez to combine with its outfit that builds cabs for agricultural, handling and construction machines.

Founded in 1920, Heuliez built niche cars for brands including Citroën, Peugeot, Renault and Opel but it ran into difficulties in 2006 when Opel halved the contracted volume of the Tigra TwinTop two-seat roadster, the only model in production at the company at that time. Tigra production ended in July 2009. Henri Heuliez founded the firm, his son

Gerard, now 75, served in various posts from 1963, becoming chairman from 1996 to 2008, and his grandson Paul ran it under the family surrendered its stake to a French bankruptcy court.

Heuliez was a pioneer in electric car production. From 1994, it built about 6,400 electric versions of the Citroën AX and Saxo, Peugeot 106 and Renault Clio. Two German groups have taken a 68.2 per cent interest in Heuliez's electric car division, which is re-named Mia Electric, and has an electric mini-van in the works.

Europe's coachbuilding industry has come under severe pressure from the economic crisis and from automakers building niche models inhouse instead of contracting out production. The banks that control Pininfarina are looking for a buyer. Fiat bought the building side of Carrozzeria Bertone last year and Volkswagen snapped up Karmann in January.

Automotive News Europe.



Peugeot Association of Canberra Minutes of General Meeting 8pm 24 August 2010 Canberra Services Club Manuka ACT

Persons Present

Brad Pillans (Chair)
Neil Sperring
Bill McNamee
Daniel Fowler
Allan Lance
Glen Bryden
John Bower
John Phillips
Rick Phillips (Minutes)

Apologies

Colin Handley
Ross Stephens

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

Minutes of the last meeting

There was no meeting held in July 2010.

Brad moved that the minutes of the last meeting in June 2010 be accepted. Seconded Neil. Carried.

Financial position - funds for the Easter Pageant

Expenditure is required up front for items associated with the Easter Pageant. Those funds will be recovered from those attending the Pageant.

It was proposed by Brad, seconded by Neil, that the Easter Pageant Sub-committee be authorised to spend up to \$5,000.00 in total on items associated with the Pageant. The sub-committee is to report expenditure to date at each meeting.

Carried.

It was noted that there is a requirement for \$2,005 to purchase scarves for the Easter Pageant and \$500 deposit for Eagle Hawk for accommodation. The scarves are being specially printed and will be provided to participants as a memento of the event.

Council of ACT Motor Clubs

Neil reported on the outcomes of the last meeting.

The Council has a bank balance of \$8,218. It lost money last year and this is not in accordance with the financial objectives of its constitution. Nothing was resolved at the meeting to arrest the slippage.

The Canberra Torque Magazine is being distributed.

One club has made windscreen banners for use when cars are put on display. A sample was shown to the meeting. Cost is \$12.

The date for Wheels 2011 has been fixed – 27 March. The beneficiary will be the Rotary Shelter Box program which makes packages of essential items available for natural disasters. The EH/EJ Holden club is organising the event this time.

Marques in the Park will be held at John Knight Park in Belconnen on 21 November.

The AGM has been deferred as members of the Executive are absent until September on other business.

The Vice President position will be vacant and the Registrar and Events Coordinator positions are already vacant.

A sub-committee is arranging an event for the 2013 Centenary of Canberra.

The pie cart is now housed at Royalla.

A large Rolls-Royce event is planned for some time after 8 April 2011.

Car clubs are invited to display cars as part of the Tuggeranong Festival in November 2010. Brad said that the main focus for the club in November would be the Telopea Park School Fete.

It should also be noted that if using the Patrick White lawns for an event, rubbish bins and toilets are to be provided. Toilets in the National Library are not for use by participants in events on the lawns.

Meeting closed at 8.45pm.