

ROAR

Magazine of the Peugeot Association of Canberra



March 2011

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ON THE COVER

A classy police car, a Peugeot 308, lurking behind the Paris Bourse (Photo: Allan Lance).

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,

Who would want to be leader of a North African or Middle Eastern country right now? Not me, that's for sure. It's the only large region of the world that I have not visited and I can't see that situation changing anytime soon.

However, amid the tales of woe, ABC online carried a wonderful story recently about Iran's President Ahmadinejad – he'd just sold his much-loved 1977 504 sedan for a reputed 25 billion rials (about \$2.5 million) – see the fuller story later in this issue.

With Easter rapidly approaching, the Club's sights are firmly set on making the Easter Pageant a roaring success. We have had a good number of interstate registrations, but ACT registrants are sparse.

The registration fee is \$60, which gives you entry to all events (concourse, motorkhana and observation run) plus you receive a Pageant bag of Peugeot goodies. Points are awarded in each event, and count towards trophies for the winning clubs, so I encourage you to enter not only for your own pleasure but also for the glory of the PAC. See further details on page 7.

As well as the events, above, there will be a three course Pageant dinner at Eaglehawk, on Easter Sunday, costing \$50, and featuring complementary wines from Mt Majura Vineyard. You don't have to be a registered participant in the events to attend the dinner, but there will be more to talk about at dinner if you do! Please contact me by phone or email asap if you wish to attend the dinner and/or participate in the Pageant activities.

The annual Wheels exhibition (Shannons Wheels 2011) will be held, as usual, on the lawns of Old Parliament House, from 9 am to 3 pm on Sunday 27th March. If you wish to exhibit a car as part of the PAC display, please plan to arrive no later than 8.45 am so we can have all the cars in place prior to the opening time. I would also appreciate hearing from intending participants by Friday 25th March so that we can plan our display.



[A 406 taxi lurking in the undergrowth at Jozani National Park in Zanzibar, home of the endemic red colobus monkey.](#)

Our next club meeting will be at the Canberra Services Club in Manuka, from 8 pm on Tuesday 22nd March, with dinner from 7 pm.

Keep on Pugging,

Brad Pillans

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Daniel Fowler

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CLASSIFIEDS

FOR SALE

406

406 ST 2 litre, 1996. White, manual. VGC, 235,000 kms. Tim Langford, \$3,500 ono. 0400 344 394. Email: Tim.Langford@npg.gov.au

406

406 SV 1999 Sedan, 5 sp man 3 litre V6. Looks great in metallic British Racing Green. First registered March 2000. Two owners, mostly distance driving, 236,500km. Alloy wheels, ABS, cruise control, cream leather, climate control, 4 new Michelin Energy tyres 205/60 R15 (Cost \$225 each) Rego until Sept 2011. Heated front seats, 4 airbags, electric seat adjustment with memory. 10 stack CD player. Maintenance issues; oil leak from top of engine (could be cam cover gasket, or head gasket, but I'm not

sure, no oil in water, no water in oil), front skirt cracked and scratched, decal missing from boot lid. Paintwork is fading on roof and front bumper, shallow dent on front left wing, various stone chips. Passenger electric window motor may need attention in the short term, some cracks in piping on leather seats, small hole in leather on side of seat. Leather gear knob cover stitching is coming undone. Rubber door seal on rear driver side is coming loose. Plastic trim cracking, around hand grip above rear passenger door. Scratches on alloy rims. Leather and carpets need cleaning. I think I've covered all the faults, hopefully I haven't forgotten any. Daily driver, drives well, would be great to repair, or use for parts. Please send a message if you have any queries. \$2990 or nearest offer. Greg, Lismore 0410 678 672 gregfletcher@iprimus.com.au

405

405 Mi16 – 1993, 217,000 kms, 2 l 16 valve engine – 5 speed manual – runs really well, power windows and mirrors, colour Sorrento Green, body work and interior excellent condition, though headliner starting to peel a

CLASSIFIEDS

little and rear spoiler needs a paint. New brakes and brake hoses. Cold air-conditioning. Tyres 85%. Rego 'til Sep 2011. Car is my daily drive – but I am now after a car with airbags Asking \$2,150.00. Phone Ferro on 0402212819.

403B

403B 1961, green Ampol 2006 re-run car, nothing to spend, ready to go anywhere, on historic registration - not transferrable, \$4,700 ono, Neville Summerill, Bombala, 6458 7208

203

203 ute, blue, timber sides, 19,000 miles completely 203, \$15,000, on historic registration - not transferrable, Neville Summerill, Bombala, 6458 7208

203

203 sedan, 1950, blue, brown leather interior, 403 motor, unreg, \$10,000, Neville Summerill, Bombala, 6458 7208

504

504 GL, 1979, green, 4 speed, good condition, on historic registration - not transferrable, \$5,500 ono Neville Summerill, Bombala, 6458 7208

505

505 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg, Neville Summerill, Bombala, 6458 7208

505

505 SR wagon, 1984, auto, faded red, paint, bur straight, very clean interior, \$1,200 unreg, Neville Summerill, Bombala, 6458 7208

Parts

202 Peugeot Bearings. Big End Bearings 2 sets (Conversion 0.8 mm), 202 Peugeot Bearings. Main Bearings 1 set (0.8 mm), \$500 ono for the lot. J. Molvig, Near Cessnock NSW, 02 4998 6152

CLUB EVENTS 2011

Calendar

22 March

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

27 March

Shannons Wheels Day - ACT Car Show, Lawns, Old Parliament House. Note: ACT government inspectors will be on deck at Shannon's Wheels 2011 to check whether all vehicles (all things with wheels) have a drip tray underneath them. There may be penalties involved. A drip tray is anything that will prevent staining of the ground beneath. Bring along the empty beer carton from the night before.

17 April

Goulburn, Riversdale Homestead, guided tour of this historic house. Cost \$5 per person for 1 hour tour.

22 to 25 April

Peugeot National Pageant, Canberra. See accompanying story and Brad's column for details.

1 May

Victorian French Car festival. See more than 200 of Victoria's best French cars. Entry \$5 per car or \$10 per collection. Spectators free. Bring a chair, sunscreen and your picnic lunch, or buy food and drinks on site. Buchanan Oval Macleay Park, Belmore Rd, Balwyn. Organiser Peugeot Car Club of Victoria, www.pccv.org, 0427 203 206.

Peugeot Easter National Pageant extravaganza rolls into town

It's time to brush the cobwebs off the Pug in the garage, slide behind the wheel and join the events at the Peugeot National Pageant to make it one of the highlights of the Canberra Easter holiday next month.

It's an opportunity that comes around only every six years or so and is not to be missed by local aficionados of the Peugeot marquee.

So come and help fly the Peugeot flag for our club as members line up with Peugeot visitors from interstate.

The Concours at Mt Majura vineyard on Saturday morning, 23 April is an event not to be missed as there will be some very fine restored Peugeots on display amid the picturesque vines – a perfect opportunity to grab a baguette or brioche from Silo at Kingston and enjoy the scenery and the company.

Shannons has generously offered \$750 in sponsorship for the Pageant, while Peugeot Australia has offered several items of merchandise and a tote bag for all participants.

Committee member Colin Handley has negotiated use of the Greyhound Track in Narrabundah for the Pageant motorkhana to be held on Easter Saturday, which Graham Wallis (PCCV) has agreed to run.

The navigation trial the next day should not be missed for those who enjoy a drive with a novel twist on the local region.

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The registration fee is \$60, which gives you entry to all events (Concours, motorkhana and observation run) plus you receive a Pageant bag of Peugeot goodies.

Points are awarded in each event, and count towards trophies for the winning clubs. Club President Brad Pillans is encouraging Canberra and region members to enter not only for their own

pleasure but also for the glory of the PAC.

The program will also include a course Pageant dinner at Eaglehawk, on Easter Sunday, costing \$50, and featuring complementary wines from Mt Majura Vineyard.

You don't have to be a registered participant in the events to attend the dinner, but there will be more to talk about at dinner if you do! Please contact Brad by phone or email asap if you wish to attend the dinner and/or participate in the Pageant activities.

The contact details for Brad are:
6231 7357, 0427 662112;
brad.pillans@anu.edu.au

**PEUGEOT PAGEANT
CANBERRA - 22-25 April 2011**

Location/ Eaglehawk Holiday Park

Accommodation Eaglehawk now fully booked

Other accommodation:

Tall Trees, Ainslie, \$155 dbl (02) 62478200

Hamiltons, Queanbeyan, \$130 dbl (02) 62971877

Heritage, Narrabundah, \$205 queen + sgl (02) 62952944

More info e-mail: Brad Pillans brad.pillans@anu.edu.au

Program

Friday 1530-1730 – Registration at the Dining Room
1830-1930 - Dinner (Bistro)

Saturday 0730-0830 – Breakfast
0930-1100 – Concourse – at Mt Majura winery
1115-1145 – Group Photo – at winery
1200-1300 - Lunch
**1330-1630 – Driving Skills – Canberra Greyhound
Track, Jerrabomberra Ave, Symonston**
1830-1930 - Dinner (Dining Room Closes 2200)

Sunday 0730-0830 – Breakfast
0930 – Day Run Briefing, Eaglehawk
1000 – Pick up Lunches
1030-1600 – Day Run to Braidwood from Eaglehawk
1900 for 1930 – Pageant Dinner @ Eaglehawk
2359 Midnight – Dining Room will close

Monday 0800-0930 – Farewell Breakfast

Meals Package 3 x Breakfasts – Sat/Sun/Mon

@ Eaglehawk 2 x Take away Lunches – Sat/Sun

(\$120) 1 x 2 Course Dinner - Sat

1 x 3 Course Fully Served Dinner – Sun

Bistro Dinner (fish & chips) available on Fri (not included in meals package)

Alcohol On Sale in the Dining Room

REGISTRATION FORM - CANBERRA 2011

Final Payment

NLT 25 March 2011

PAGEANT REGISTRATION (\$60/person)

All event participants

MEALS PACKAGE (\$120/person)

3 x bfast; 2 x lunch,

Sat dinner; Sun dinner @ Eaglehawk

SUNDAY DINNER ONLY (\$50/person incl. drinks)

Children by arrangement

Adult/s (Name/s):

..... \$
..... \$

Children (4- 16 Years) (Name/s):

..... \$
..... \$
..... \$

Child (under 4) (Name):

..... \$

Total \$.....

Motor Vehicle/s

Model.....Year.....Body Type.....Rego.....

Model.....Year.....Body Type.....Rego.....

Your contact details:

Address:.....

Phone:.....

E-mail:.....

Registration includes:

Cloth Badge, Cap, scarf etc...

Please return this form and payment to:

Easter Pageant Registration

Peugeot Association of Canberra

PO Box 711 Civic Square ACT 2608

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

French Car Drives

Provisional calendar for 2011

April 17 Goulburn, Riversdale Homestead, guided tour of this historic house. Cost \$5 per person for 1 hour tour. Meet at the homestead (Maud St, Goulburn) at 10.30am for our guided tour. Following the tour we will have lunch in a Goulburn café, probably the Paragon Café. Please RSVP so we know numbers for tour and lunch.
<http://www.nationaltrust.com.au/placestovisit/riversdale/>

June 26 Barney's of Bookham café.

August 28 Lerida Estate Winery/ Cafe

October 23 Harden/ Murrumburrah, lunch at Light Horse and Military Museum

December 4 Lakeside BBQ

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>

Driving the Peugeot 508

John Simister

We have become obsessed with brands. Think back, if you can, three decades – when Audi was just another mainstream car-maker on a par with Opel.

Mercedes-Benzenes were stark and expensive — it was the engineering you were paying for, not the glitz — and a Peugeot, that most solid, most durable and conservative of French cars, was an acceptable alternative which was also more comfortable.

Today, there's this notion of "premium" branding. Certain parts of society are simply unable to contemplate driving anything that isn't German, a Jaguar, a Land Rover or a Volvo.

Such is the power of a name and reputation, hard won and easily lost. Such too is the power of marketing, to keep the winners winning. Illustrated before you is a Peugeot 508. Some of our premiumophiles will stop reading now. But if they look into the 508, they will see a cabin as discreet, as tasteful, as suffused in quality, precision and tactile satisfaction as any Audi, BMW or Mercedes.

And none of these has instruments as pure, discreet and redolent of engineering precision as the 508's. And from the outside? It is hard to make a roomy sedan with front-wheel drive and full safety regulation compliance look truly elegant. Within these constraints, the 508 is quite a good



looker, assertive but understated, modern but not ephemeral.

It comes across as expensive and precisely engineered. The 508, coming to Australia in the third quarter of 2011, replaces both the 407 and the 607 — although the local engine line-up has yet to be announced. Its mechanical make-up is vigorously ecomodern, with no petrol engine larger than 1.6 litres and three frugal diesels (in European markets). The smallest, an 84kW 1.6-litre, can be had in e-HDi form in which the rated CO2 production is just 109g/km.

This one has an "automated manual" gearbox, old technology compared with the double-clutch systems of its rivals, slower and surge-prone in its shifts.

This is the most frugal 508, but in 2012 a hybrid 508 will arrive with rear wheels powered by an electric motor and a sub-100g CO2 rating.

The most driver-indulging 508, however, is the GT with a 152kW, 2.2-litre turbodiesel. It's a quick, muscular and very smooth engine, linked to a six-speed automatic transmission.

Best, though, is the way this 508 reprises both the easy suppleness of past Peugeot sedans and their precision and balance when aimed at a series of interesting bends.

The 508 shows that the company is rediscovering what once made its cars so pleasing to drive. This GT's poise and accuracy are helped by its double-wishbone front suspension. Other 508s use cheaper, simpler MacPherson struts. Why two systems? To save money, essentially, but Peugeot also justifies the move by claiming that the struts offer a more absorbent ride.

Not true, unfortunately; the 2.0-litre, 104kW turbodiesel model, likely to be the biggest seller, is quite harsh and fidgety over bumps and its engine is noisier. I do, however, like the turbocharged version of the petrol 1.6 with its 116kW; light in the nose and properly supple in its suspension.

These new 508s are desirable cars, which make a nonsense of the "premium" obsession. More than that, the GT in particular is as good as the much-praised Ford Mondeo in its driving dynamics and it stands comparison with a BMW or a Mercedes.

Don't believe me? Then try one when it arrives in your nearest showroom later this year.

From The Independent on Sunday through The Pugilist



Two-ohs trumps as sales slump

Peter Wilson

January was a shocker for Peugeot Automobiles Australia, with the official result noting the lowest monthly sales since Sime Darby took over the franchise in 2002.

Sales of almost every model were down compared with December and the previous January and even with two attractive new models, the 3008 and RCZ, added to the mix, the tally was 342 Peugeot registrations. That's a 19 per cent slump on the previous January.

The Australian market at 73,584 sales, was down 1.7 per cent or 1,280 vehicles from January 2010. Although it was Australia's month for disasters, there was no special flood, cyclone or fire factor because the fall in demand for Peugeots was consistent across the country. However, the Blue Box folk were not suffering the blues over the result because of the context of lower national sales and the hope of a better February.

There was an improved December so Peugeot's three-month moving average is holding up and some new models are on the way to kick things along this year. Most of the industry was down in January – the VFACTS stats show another 37 makes could not match their January 2010 results,

including BMW, Holden, Honda, Mercedes and Mini. In the light car segment, which accounted for 17 per cent of the market, sales were up 17 per cent and here the 207 gained along with 11 rivals in the category of 26 models.

Steady promotion of the 207 Sportium package – “the premium European small car, without the premium price” – improved the 207 result in the desired triple figures. Another 116 went on the road, compared with 104 in December, the August promotion peak of 134 and 47 the previous January.

Some shoppers lured to look at the Sportium must have fallen instead for the 207CC. Its result was up to 21, after 13 in December and 13 in January 2010. For the first time, 207 sales topped those of Peugeot's star in the small car class, the 308 and also those of the 308 and 3008.

Three-ohs are traditionally the volume seller, but the Facebook news of



the 308 update is a reminder that the 308 has been here for three years, which is a long time in today's rough and tumble market and why Paris is rushing out new theme and variation models.

The 308 had a terrible month – 76 units instead of the triple figures it has achieved consistently since its introduction in 2008 – while the 3008 and 308CC dropped to 38 units and 16 units respectively, both below recent averages. This was not good as the small car category was up 10.7 per cent and expanded to 26 per cent of the market.

The winners were market leaders such as Corolla (4,045), Mazda3 (3,605), Impreza (1,765), Lancer (1,670) and Focus (1,057). Sales of the Cruze (2,060) and Hyundai i30 (1,675) were down. French rivals in the category such as Renault's Megane (50) and Fluence (23) held up but the Citroën C4 fell 50 per cent to 20.

The availability of the dearer small Audis and heavy promotion of the VW Golf also work against the 308. The Golf shot up to 997 sales in January, with a 5.3 per share of the small segment. The 3008 at 38 units and the 308CC at 16 units were below their recent average.

Australia's medium and large car segments both slumped nearly 40 per cent in January. Here Peugeot had a surprise 70 per cent gain and the best result since June 2009. It was a case of the Last Chance Saloon as buyers rushed 407s and cleared

the lot.

Victorians snapped up 20 of them to make it 39 sales in January. That dented the Citroën's C5 for the first time in many months. It sank from its 2010 average of 28 sales a month to nine.

The SUV market dipped 20 per cent and the 4007 dipped even further. Sales were down to seven units, its first month out of double figures. Peugeot had hoped sales would reach 50 units a month when it was introduced. But the Japanese-built Pug has not emulated the success of Koleos compact SUV that is Renault's sales leader thanks to cheap sourcing from South Korea. "The 4007's not selling because people think it's too much like the Outlander," a veteran Peugeot salesman told The Pugilist. Peugeot's strategy is a 4007 deal in its February advertising with a \$8,000 slash in price. The 4007's trump over the Outlander is its French 2.2-litre HDi diesel engine.

A curious development is that Ford plans this month to start bucking up sales of its Territory soft-roader with a diesel engine developed in partnership with the Peugeot group, possibly a tweaked V6 turbo.

Sales of the RCZ fell back to 20 in line with the month's fall in the sports segment. Most of these coupés have New South Wales plates – nearly three times as many as are on the road in Victoria – thanks to the boost from being voted top car of the Sydney motor show and it is early days for awareness in other states.

The light commercials moved slowly – seven Partners and two Experts in January. Of the other French, January Citroën sales of 80 units

were 44 per cent down and Renault at 137 was 12 per cent up. Toyota remained market leader with 14,817 sales and a share of 20.1 per cent. It was ahead of Holden (8,385), Mazda (7,200), which moved up to third, Ford (6,413) and Hyundai (6,410).

January Sales

Model January

207	116
207 CC	21
308	76
308 CC	16
3008	38
RCZ	20
407	39
4007	7
Partner	7
Expert	2

Month	342
2010	422

BMW and PSA Peugeot Citroën spending €100m on hybrid JV

28 February 2011

BMW and PSA Peugeot Citroën plan to spend €100m on their hybrid technology joint venture named BMW Peugeot Citroën Electrification, both companies announced at a press conference in Geneva on Monday.

The new company will operate out of two locations – in the greater Munich area, Germany and Mulhouse, France. 400 employees are expected to work for the joint venture by the end of 2011. Subject to approval by the relevant competition authorities, the new company is expected to launch its operations in the second quarter of 2011. The new hybrid components will equip both partners' vehicles from 2014 onwards.

PSA head Philippe Varin said: "As responsible carmakers, we aim to create an open European platform and foster the development of European standards for hybrid technologies. This joint venture will also enable us to develop advanced technological manufacturing expertise in Europe in the field of electric powertrains, and to retain all its potential for creating value."

BMW chairman Norbert Reithofer

said: "BMW Group and PSA share the same vision of the importance of hybridisation in the future. The joint venture will enable us act more strategically and with a single, shared approach. For us, joining forces also means significant economies of scale, shared development costs, using standardised components and a faster development process."

The greater Munich area is the designated location for all research, development and purchasing, while all production will be in Mulhouse. The 400 employees expected to be on board by the end of the year will be based in Munich. Additional jobs in Mulhouse will be added in time for the start of production in 2014. When production has fully ramped up, the French facility will have about 250 employees.

The joint venture's management, as well as its workforce, will be mostly drawn from employees of the two parent companies. Apart from this, the plan is to fill 100 new positions with external candidates when the joint venture becomes operational later this year. Needed mostly are engineers specialised in electric mobility and electronics.

BMW and PSA have been cooperating for almost 10 years. In 2002, both partners agreed to jointly design and produce four cylinder engines. Between 2006 and 2010, more than 1.8m motors were built for Mini, Peugeot and Citroën models. In February 2010, the two companies also agreed to develop the next generation of their jointly designed I4 petrol engine, which will also meet EU 6 requirements.

The latest initiative between the two com-

panies is aimed at developing and producing standard hybrid components for the electrification of their respective vehicle ranges. It will focus on components like battery packs, E-machines, generators, power electronics, chargers, and software for hybrid systems.

The joint venture will be a full-fledged company and will both integrate suppliers by outsourcing development work as well as sell hybrid components to third parties.

Just-auto editorial team

Iranian President's car fetches \$2.5m

Sold...Iranian president Mahmoud Ahmadinejad's 1977 Peugeot 504 has sold for \$2.5 million in an international auction, Iran's State Welfare Organisation (SWO) website reported.

The company that purchased the car for 25 billion rials "wanted to remain anonymous", it said after the auction in the south-western city of Abadan.

"My client bought the car because of a personal interest in president Ahmadinejad and his spirit of anti-arrogance and anti-Zionism," said lawyer Mahmoud Esari, who acted for the firm that bought the car.

SWO chairman Ahmad Esfandiari said more than 500,000 people registered on the bidding website, with most saying they were



doing so because Mr Ahmadinejad leads a simple lifestyle.

He said there were bids from Europe, Asia and the United States.

On 1 January, Mr Ahmadinejad launched a website to invite international bids for the car, with the proceeds funding a project to build 60,000 homes for disabled and needy women who are providing for their families.

Mr Ahmadinejad has always cultivated an image as a “people’s president” and a friend of the poor.

After he was first elected president in 2005, he was required by law to make an asset declaration and listed a 40-year-old, 175-square-metre house in a lower middle class part of east Tehran, the contents of two bank accounts and his ageing white Peugeot.

Following his controversial re-election in 2009, he vowed to put “housing, employment and economic reform” at the top of his agenda after house prices soared during his first term.

- AFP

A nice drive this morning?

Peter “Flash” Flanagan

Up at 3.15 this morning and checked the web to see what roads were open and not flooded.

The roads I normally take around the dams were closed in about 10 places with water over the roads so I paid the toll online and headed off just after 4.00 using the main road over the Gateway Bridge to Nambour instead of the twisty back roads I like to drive.

Rained, in places in buckets, virtually all the way. But at that time of the morning the traffic was minimal to non-existent. Most of the roads have 100 to 110kph max speed limits with a couple of places down to 80. The only 60kph places were through Canungra and

then into Nambour.

Considering the weather and the fact that I kept a bit below the speed limit I was surprised to do the 230km trip in 2 hours 13 minutes. I was even more surprised to leave Nambour at just before 10.00 and arrive home a couple of minutes after midday.

The reason. On Friday, on a trip to Beaudesert to pay the bill for the repairs to the mower (why I bothered to get it fixed with all this rain has got me b****ered), the 407 elec-



tronic display said I had a “depolution fault” and decided to run a bit rough. Phone call to Gerry (dealer at Nambour) and he said it would be alright to drive up to him so they could have a look and fix the problem (isn’t a warranty a good idea). So I did.

But I had to use the gearbox in “manual” mode as it would barely get off the line in “automatic” mode and acceleration was something that was severely lacking.

Apparently the electronic gizzmo they used to trace the fault said there was an electrical problem with one of the coils. So they changed the coils about to see if they could track the problem, and by moving the coils the problem promptly disappeared. All they can say is that there must have been a faulty/dirty/damp connection that was cleaned or whatever by unclipping and reconnecting the wires and the moving about cleared the problem. It came home without missing a beat.

Isn’t it nice to pass a copper on the highway though? On the trip home I came up behind a line of cars doing just over 90 in the 110 zone. I moved out to pass and as they all moved over there was Mr Plod in his bright red police car ‘plodding’ along holding everyone up. So I did the obvious and snuck it up to just under 110 and motored past. He latched onto my tail and not long after I

slowed for the 100 zone which was a little up the road and he “disappeared” from behind me.

Got home to tip 122mm out of the rain gauge (since 9.00am yesterday) and for Carolyn to tell me that we’d had a waterfront property again as the creek had broken its banks once more and flooded the paddock while I was away. Looks like I won’t be mowing for some time to come.

Still I enjoyed the drive, probably had something to do with the lack of traffic and minimal idiots, though I did see three cars which had run off the road into the centre median strip on the run north after the Gateway and a (bad) head-on, 15 police, 2 ambulances and 4 tow trucks, about 15km, from home, just after Maudsland Road for those that know the area.



Rare Darl'mat roadster

The forthcoming Amelia Island sale by RM Auctions, set to take place on 12 March, will be featuring a rare 1938 Peugeot 402 Darl'mat Legere Special Sport Roadster, estimated to fetch between US\$400,000 - US\$600,000.

The car is claimed to be one of only about 54 original Darl'mat roadsters and 30 surviving examples. Considered one of the most desirable Peugeots produced, this car is the result of a collaboration between Emi-

lie Darl'mat, one of the world's largest Peugeot dealers at the time, designer Georges Paulin and coachbuilder Marcel Pourtout.

This stunning 1938 Darl'mat roadster, based on the Peugeot 402 Légère (light) chassis, numbered 705516 and powered by engine number 445597, has known history dating back to the 1960s. At that time, it was owned by noted collector Henri Mallatre and formed part of his private collection based in Lyons, France.

The Mallatre Collection continues to exist today as a museum open to the public. Toward the end of the 1960s, 705516 was sold to a collector in Switzerland, who commissioned its first

known restoration, which was completed during the early 1970s.

After this owner's death, the Darl'mat passed through another Swiss owner, before the car was sold to an



unknown buyer in the United States.

This Darl'mat is also reported to have participated in the 2000 edition of the prestigious Monterey Historic Races.

Next, Chuck Swimmer of the San Diego Collection, who commissioned a restoration by the noted Alan Taylor Company of Escondido, California, acquired 705516.

In 2004, the rare Darl'mat was displayed at the Pebble Beach Concours d'Elegance, as part of a special class devoted exclusively to the cars of Pourtout and Peugeot.

Under Mr. Swimmer, the Darl'mat was shown at a number of other venues as well, including Amelia Island, Meadow Brook and the Concours on Rodeo Drive.

The car is sporting a distinctive two-tone yellow finish with a bright trim that runs rearward from the bright grille with its tri-colour "402" emblem and surrounds the cockpit.

A hood strap and stylised lion motifs stand out, and the cockpit is uniquely trimmed in alligator. The driver can enjoy an engine turned dash panel. "Rightly, Darl'mat Peugeot



ots have joined the ranks of the most highly sought-after prewar French classic cars, commanding large sums on the market.

A preferred 1938-model car on the 402 Légère chassis, 705516 exemplifies the



ultimate iteration of the series and, as such, is both a fitting tribute to its inspired creators and a highly desirable French sports car," a statement from RM Auctions reads.

From Autoevolution. Photos: Rex Gray

Hush power for an Mi16

Ken Ramonet

I have nearly finished sound-proofing my 1991 dark green 405 Mi 16 at a cost of \$350 plus time and it has been stupendously successful, enhancing my overall enjoyment of the car.

No longer is each drive accompanied by a chorus of interior plastic bits rubbing against one another in cacophonous dissonance. No longer do the hollowed-out spaces drum and thrum at speed. And most pleasingly, the already compliant ride and fun-to-drive characteristics inherent in every Peugeot is now combined with a Mercedes-like "thunk" when I close the doors or I drive over a pothole.

The sound reduction has been so pronounced that last week a stranger I drove home one night remarked, and I quote: "You know, I remember these cars in the early 1990s – in fact I even test drove one. But I don't remember them being this quiet or feeling this solid. And funnily enough, THAT was reason why I didn't buy the car. I bought a 3 series instead."

My response was not to tell him what I had done, but out of loyalty to Peugeot, I remarked that – funny – every 405 I have every driven was just like this one (I couldn't help needing a German car-lover).

Four major projects were undertaken and one gave a significant improvement to the car's overall NVH demeanor.

1. Engine compartment sealed and sound-

proofed, including new 3M rubber round-looped door seals channelled along all four sides of the bonnet as well as inserting sound proof material underneath the insufficient example already provided underneath the bonnet by Peugeot. The reflexive insulation I glued to the bonnet also serves to reduced heat in the engine compartment. Engine noise heard becomes significantly reduced.

2. Adding new 3M round-loop door seals to the existing door seals already present in all four doors. Yes, there is room to triple-seal the 405's doors. The doors now close with a pleasing "thunk". I might add that this step significantly reduces outside road noise heard inside the car.

3. Dyna-Matting the interior - including all four doors, the inside of the nasty plastic trim bits that finish the A, B and C pillars. Now when I take my knuckle and knock these panels, they make a muted "thunk" sound instead of a cheap, hollow plastic naft-y noise (you know the sound I mean).

Dyna-Mat was added to the dashboard fire wall, the underside to the instrument bin-nacle, the steering wheel box housing, the upper and lower centre consoles, including the ashtray and storage compartment underneath it, the floor and the space between the rear seat backrest and the parcel shelf both of which seal-out the trunk from the passenger compartment.

The roof WAS NOT done at this point but I am considering doing this later. I also extensively stuffed cut-up pieces of sound-proof-

ing foam up into all discovered cavities in the dashboard (all carefully placed so as to not obstruct fuses, wires or moving parts). The same was also done in the cavities found in the B and C pillars. These pieces are not glued or affixed and can be removed easily, if needed.

4. Carpeting and sound proofing the underside of the boot lid and rear valence panel. I further injected closed-bubble expanding foam down into the wheel well cavities along both sides of the boot behind the rear wheels. care must be taken not to disconnect or obstruct the water drain tubes as well as the power antennae or on the other side the mechanism that locks/unlocks the petrol door.

The cavity found between the rear wheels and the rear doors was also injected with expanding foam. Closed-bubble expanding foam MUST be used as opposed to open bubble foam as the latter holds water while the former emphatically does not. Should it ever become necessary, acetone reacts with this foam making it disappear in an instant.

Two final important things: I made sure nothing was added which was not rated as "firesafe", especially as regards to that which was added to the engine compartment.

I did not weigh the additional material, but the Dyna-Mat material alone likely added 7-10 kg to the car's sprung weight. To compensate and perhaps eliminate a net

gain in weight added, I made the decision to remove the spare tyre, hung bogey-fashion underneath the boot, and carry a tube of Run-Flat.

Now the only thing I hear when I drive my 405 is the flexing of the monocoque body when I turn into a driveway. My solution will be to add a shock tower brace in the engine compartment and perhaps an "X" style brace in between the boot and the rear seat back.

With the 405 series 2, Peugeot added

sound- proofing and stiffened the body's torsional rigidity (which became something of a "new religion" among all the auto makers in the 1990s). Perform the above modifications to your 405 and I guarantee you will come out the other end with a transformed car that will please you for the rest of the car's life.

from the Peugeot-L group through The Pugilist.



Peugeot's 104 Peugeotette

Patrick Lesueur

The early 1970s marked a difficult period for the world's automotive industry. After 80 years of development under ideal conditions — notwithstanding the frequent opposition of tentative and backwardlooking governments and a major economic crisis — the rise of the car, and its image, were about to be called seriously into question.

A delicate transition

As certain fringe groups became ecologically aware, the finger was pointed at the car as a polluter; a dangerous device and the creator of city traffic jams. These same people also denounced the egotism of those who chose to travel on their own in a



car every day, when communal forms of transport could use the same space more judiciously.

The culmination of this widespread sense of depression came on October 18, 1973, when OPEC, irritated by the policy positions of the western nations toward Arab countries in the wake of the Yom Kippur war, decided to increase the price of crude oil — by a massive 63%.

A wave of panic swept across the global economies. Suddenly, a terrifyingly clear logic was being applied: no oil, no petrol, so no more cars. While it may be fair to say that a particular “honeymoon period” — or it may be fairer to call it an age of understandable ignorance — was coming to an end, the most dire predictions of the anti-car crusaders did not come to pass.

The car manufacturers were able to adapt to the new conditions, and to take the necessary risks to implement the technological adjustments

L'Aventure Peugeot's 104ZS display car.



With an emphasis on Peugeot Sport this year, Peugeot's 104 Peugeotette made a rare appearance at Retromobile 2011.

that those conditions required.

There was widespread use of the turbocharger, improving power outputs without increasing engine capacity. This led to powerful engines and cars that were fun to drive, without being any less economical.

The constant reduction in fuel consumption was also considerably enhanced by developments in the aerodynamics of the body shapes, which were defined using a penetration coefficient, the once widely-known Cx figure.

The Peugeot solution At the October



1972 Paris Motor Show, the Sochaux-based car manufacturer presented a vehicle which was perfectly in tune with the times to come, where fuel efficiency would become the buzz word of the day.

The 104, with its four doors and a length of 3,580mm, became the smallest sedan in the world. Its body, designed to carry four people, was the result of a long association with the design studios of the Turin-based designer Pininfarina, an association that stretched back as far as the genesis of the 403.

The technology employed in the 104 was no less attractive. The small 954cc,

four cylinder camshaft engine, with its cast aluminium head was cleverly positioned transversely, and sloped at an angle of 72 degrees towards the rear in order to maximise the use of space within the engine compartment.

It produced 46bhp, transferred to the front wheels via a four-speed transmission hidden beneath the cylinder block. With disc brakes at the front, the car used integrated telescopic suspension and helical springs, and the rack and pinion steering incorporated a collapsible two-piece safety feature in the steering column.

Developed under the auspices of Marcel Dangauthier, who managed the Peugeot research centres, the birth of the 104 required an investment of 1.8 million francs, a considerable sum at the end of the 1960s and one that represented a significant risk of capital.

But the car was perfectly adapted for the market in the crisis that followed 1973, and

came at an ideal time to counter the sales success of the Renault 5 that had been launched nine months earlier.

For the 1974 year, a two-door coupé version of the 104 was produced. Its overall length of 3,300mm made it the ideal car for the urban motorist.

From the end of 1975, the car was also available in a ZS version, which comprised a more refined interior, a rev counter, an inertia reel safety belt, a headrest, a heated rear windscreen and sporty designer wheel trims.

Under the bonnet, there was an 1,124cc engine delivering 49kW (66bhp) and enabling a top speed of 155 km/h.

It was this sports-based platform that the famous car designer Pininfarina was to use to create the remarkable Peugeotette.

The car was first presented at the 1976 Turin Motor Show in the form of a two-seater Spider version, aimed squarely at the younger market, who were looking for driving excitement on a limited budget.

The concept is distinctive because it employs complete symmetry between the front and rear sections, guaranteeing real production cost savings on stamping tools. As a direct result, the car was more affordably priced.

The panels covering the engine and rear boot cover are identical, as are the guards and both left and right-hand doors. While the simple and pragmatic type of construction chosen for the Peugeotette might not be on a par

with the elegance of the most well-known of the creations produced by Pininfarina, its uncomplicated lines nevertheless have the advantage of answering a more stringent set of specifications.

The concept of a modular car body was a key consideration, as it would enable the car to be transformed into a single-seater or utility. There is similar evidence of innovation when it comes to the passenger compartment, which reflects the styling of sports cars at the start of the 1970s, in having an honest simplicity, bordering on the

austere.

For all that, the dashboard of the Peugeot still exudes cheerfulness. Four cubes house the dials, set on a generous dashboard covered in black vinyl and slightly angled towards the driver for optimum visibility.

The car's dimensions are a length of 3,300mm and width of 1,535mm, with a modest height of 1,140mm. The 2,230mm wheelbase remains the same, its top speed of 155km/h.

The Peugeot was to remain a Motor Show prototype whose existence was fleeting;

although production of the car would surely have breathed new life into the car market, the uncertain economic times did not really lend themselves to such risky

ventures.

From March 1975 onwards, a sedan of class and quality once again represented the flagship vehicle for the Lion marque. This was the 604, and it featured a notable return to the six-cylinder engine — an engine architecture that had been neglected since the 601D series went out of production in 1935.

In April 1976, the Citroën company, which was undergoing difficulties, became part of the Peugeot group and Peugeot took over the management of Citroën. These challenges were of the greatest importance in France, and for a time the focus of the Peugeot company was drawn away from projects that were considered too marginal.

Through The Pugilist



A competition version of the Peugeot made it to prototype stage, the example shown being the Peugeot Runabout, which retained the roll-over bar but which was transformed into a single-seater by a cover for the passenger compartment. With the passenger seat covered, an aerodynamically styled rearview mirror is positioned on top, while a small Perspex windscreen protects the driver.



Fuel-burning engines will dominate decade

Luca Ciferri

By 2020, 93 percent of the new cars sold in Europe will have a traditional powertrain.

That is the conclusion made in a report by J.D. Power and Associates analysts, who also predict that just 3 percent of Europe's total car registrations will be battery-powered electric vehicles (BEVs) and 4 percent will be gasoline- and diesel-electric hybrids by 2020.

Not only do I think this prediction is correct, I believe it is good news for the industry and for the environment.

Even with government incentives, BEVs and hybrids are – and will remain – very expensive for at least the next decade. Therefore, their coming arrival will have a tiny effect on reducing overall automotive emissions during the next 10 years.

Meanwhile, improvements to the internal combustion engine have led to the launch of dozens of models that emit less than 100 grams of CO₂ per kilometer. Most of these cars cost about 15,000 euros (about \$21,000). That is roughly half the promised European starting price – with incentives – of the Nissan Leaf battery-powered hatchback.

Almost a century ago Henry Ford said that a true innovation is something that is affordable to the masses. A €30,000 Leaf does not meet that criterion.

The bottom line is that the millions of affordable, low-CO₂ fuel-powered cars that will be sold in the next 10 years will have a greater impact on cutting overall emissions than a couple of hundred thousand pricey EVs and hybrids.

This does not mean automakers should stop trying to create a vehicle that produces zero emissions from well to wheel. Dreams drive innovation – and the car industry badly needs fresh ideas to reinvent itself during these difficult economic times.

However, it is wrong to believe that the switch to electric mobility is imminent and that this switch will fix any of the industry's problems.

From Automotive News Europe through The Pugilist



Busy year ahead for Peugeot Sport

Peugeot Sport is poised to embark on a busy motorsport program in both circuit racing and rallying in 2011.

The overall objective is to secure further titles and individual event wins, while Team Peugeot Total's endurance racing program will be spearheaded by a brand new car.

Once again, the Le Mans 24 Hours stands out as the highlight of the squad's 2011 calendar.

The 2011 campaign kicked off with victory for Peugeot on the recent Rallye Monte-Carlo. The centenary edition of the famous rally saw Bryan Bouffier/Xavier Panseri and their Peugeot France-backed 207 Super 2000 show the way forward for the rest of the year.



The second edition of the Intercontinental Le Mans Cup will get underway in Florida, at the 12 Hours of Sebring.

The line-up of the reigning champions, Team Peugeot Total, features two new Peugeot 908s, which will be making their first competitive outing.

The no. 7 car will be driven by the 2010 driver team champions, Alexander Wurz, Marc Gené and Anthony Davidson, while the no. 8 car will be in the hands of Franck Montagny, Stéphane Sarrazin and Pedro Lamy.

Speed.com's Marshall Pruett managed to get these photos of the Peugeot 908.

"Gaining access to Peugeot's new-for-2011 908 LMP1 machine has been a bit of an adventure so far this week," he wrote.

"With the notoriously secretive French team wanting to keep images of their Le Mans challenger away from prying eyes, they've made an attempt to cover the car the moment the bodywork comes off.

"They've gone so far to assign one mechanic to block my view at all times, and have even resorted to holding up a blanket to obscure the car when I've out-foxed my design-

nated body guard!"

908 HYbrid4 - Technical Data

Chassis carbon monocoque

Gearbox Sequential, hydraulic, six forward speeds plus reverse

Internal combustion engine Diesel, V8 HDi FAP

Cubic capacity 3.7 litres

Power 550 horsepower

Hybrid system Power

60kW (80hp) during energy delivery phases only

Delivery of recovered energy

To the rear wheels;

500kJ between two braking phases;

Energy stored in lithium-ion batteries;

Automatic delivery of energy under acceleration (no "push to pass" function).

It will be possible to use the electric mode only along the pit lane.

Dimensions

Length: 4,640mm

Width: 2,000mm

Wheelbase: 2,950mm Height: 1,030mm

Weight: 900kg



**Peugeot Association of
Canberra
Minutes of General Meeting
8pm 22 February 2011
Canberra Services Club
Manuka ACT**

Persons Present

Brad Pillans (Chair)
Glen Bryden
Ian Brock
Daniel Fowler
Colin Handley
Neil Birch
Allan Lance
Ross Stephens

Apologies

Rick Phillips
Peter Rees
Bill McNamee
Neil Sperring

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

Treasurer's report

Glen reported that the club's finances were significantly up as a result of payments

received for the Easter Pageant. The most recent bank account balance was \$12,764.35.

Easter Pageant

Brad reported that Shannons had generously offered \$750 in sponsorship for the Easter Pageant and that Peugeot Australia had offered several items of merchandise and a tote bag for all participants. Colin has negotiated use of the Greyhound Track in Narrabundah for the Pageant motorkhana to be held on Easter Saturday, at a cost of \$600. Graham Wallis (PCCV) has agreed to run the motorkhana.

Other Business

Ross reported news from the ACT Council of Motor Clubs, including:

1. A reminder that the Council is clamping down on club membership re. participation in the Concessional Registration Scheme (CRS) for Vintage, Veteran and Historic vehicles. PAC has always paid its Council membership on time, so this is not an issue of concern for our club.
2. The Special Interest Vehicle (SIV) scheme to enable registration of vehicles, over 15 years old and less than 4.5 tonnes, for 90 days is still under discussion
3. Planning has begun for Wheels 2013 (Canberra Centenary year)
4. Wheels 2011 will be held on Sunday 27th March on the lawns of Old Parliament House.

The meeting closed at 9 pm.