

ROAR

Magazine of the Peugeot Association of Canberra



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ON THE COVER

Brad Pillans' 508 and Graham Taylor's 308 RCZ outside the Grande Hotel, Mildura – a hotel with an appropriate shield.

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,

After a busy year of travel last year, my New Year's resolution is to travel less and enjoy being at home. Somehow I managed to visit Japan, Indonesia, New Zealand, Tanzania (including Zanzibar), South Africa, Switzerland, Chile (including Easter Island) and Argentina, not to mention a couple of trips to WA. Sadly I didn't get to drive a Pug in any of those places, though I saw plenty.

The travel highlight was definitely the holiday that Sue and I made to Chile/Argentina/Easter Island. Peugeots are fairly common in South America, making up about 10% of cars on the road in the areas that we visited in southern Chile and Argentina, including models (e.g. 206 wagon) that were not sold in Australia. In the rural area of

southern Chile, around Puerto Montt, Pug vans (Partner) were the most numerous model.

We made a brief trip across the Andes to the mountain resort town of Bariloche in Argentina, where I was surprised to find a plethora of older cars – 504s, including many utes, were still common. At one point I had to look twice when I spotted a late '50s Ford Customline in a carpark, clearly being used as a daily drive. I confess that when I was a young country lad, in the late '50s and early '60s, a Customline was my dream car (along with most of my mates).

Bariloche was also notable for the huge number of Renaults on the road – something like 20% of cars.

On the way home from southern Chile, we spent a few days on Easter Island, 4-6 hours flying time west of Santiago, depending on winds. Even on Easter Island (Rapa Nui to the locals; Isla de Pascua to Chileans) there were a few Pugs, including a rare (in Australia) 306 wagon, and there was even a Peugeot clock at the airport.

Recently, I was in Mildura for a conference, also attended by local club member, Graham Taylor. The conference was held at the well-known Grand Hotel, which also houses the famous Stefano's Restaurant. We didn't eat at Stefano's this time, but we did eat at the Seasons Restaurant, also in the Grand, which was excellent. Graham drove his RCZ and I drove my 508, so we took a few photos down by the river and outside the hotel to mark the occasion. Interestingly, the Grand Hotel sports a rampant lion above the entrance, so our Pugs were in good company.

Our first club meeting for 2012, on Tuesday 28 February, will be held at a new venue – The Weston Club



at 1 Liardet St, Weston. As usual, the meeting will start at 8pm, with dinner from 7pm. Members are encouraged to join the Weston Club (\$5/year, with discount for multi-year membership), but otherwise can be signed into the club by an existing member.

Finally, there will be a welcome-to-2012 BBQ at 5.30pm on Sunday 18 March. The venue will be at our place – 30 Aspen Rise, Jerrabomberra. BYO drinks; food provided. Please RSVP by phone (6299-9757) or email (brad.pillans@anu.edu.au) by Friday 16 March so catering can be organised.

Keep on Pugging,

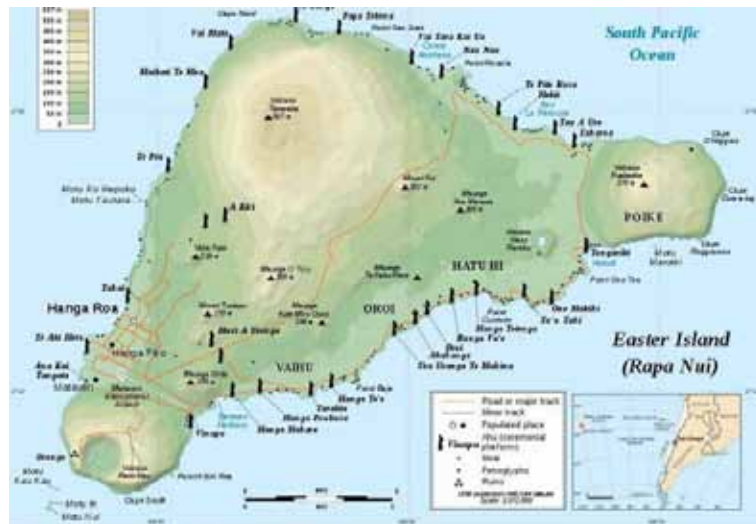
Brad Pillans



Easter Island airport.



Brad does his Easter Island statue impersonation.



A 306 wagon on Easter Island – possibly there to take Brad and Sue to the big dance for that night advertised on the sign behind...

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CLASSIFIEDS

FOR SALE

Peugeot 406 SV sedan

406 SV sedan, 1999 model. \$6000. V6 engine with 5 speed manual gearbox. Leather upholstery with electric front seats. Metallic paint - champagne colour (gold) as seen in photo at right. ABS brakes. 4 airbags - driver/ front passenger front and side. AC with climate control. Trip computer and cruise control.

Remote central locking with new aftermarket unit. New CD/radio with iPod connection. New catalytic converter last year. Timing belt and water pump changed at last service. Second owner since 2003. 9.5l/100k fuel consumption around town, 7.5l/100k on the highway. ACT registration to 9/12. Good Michelin tyres. 230,000 kms, maintained by Bill Macnamee. Call Chris Bourke 0418 869 443.



CLASSIFIEDS

FOR SALE

405 Mi16 1995

My loved gunmetal grey Peugeot 405 is sadly on the market due to a move to Sydney. It has 162,000km on the odometer. I have owned it for three years and bought it from a fellow Peugeot lover. It has been driven and serviced regularly both by home oil checks etc and full professional mechanic checks. Paperwork for these is included. Rego until October 2012. It looks just like the one at right.

It is an extremely fun car to drive, and I have found it to be very safe. Small crack in rear light and dent in back door panel reflected in price drop. Power steering, keyless entry, air conditioning, foam air filter, new engine control unit, new gear stick and car audio system included. \$3800 ono. Please contact Samantha on 0413613260 or email sam.kalmar@live.com.au to arrange a viewing or for more information.



CLUB EVENTS 2012

Calendar

28 February

Club meeting. **Note new address:** The Weston Club at 1 Liardet St, Weston. As usual, the meeting will start at 8 pm, with dinner from 7 pm. Members are encouraged to join the Weston Club (\$5/year, with discount for multi-year membership), but otherwise can be signed into the club by an existing member.

18 March

Sunday, welcome-to-2012 BBQ at 5.30 pm. 30 Aspen Rise, Jer-rabomberra. BYO drinks; food provided. Please RSVP by phone (6299-9757) or email (brad.pillans@anu.edu.au) by Friday 16 March so catering can be organised.

25 March

Wheels. 30th anniversary of Shannons Wheels Expo on the lawns of Old Parliament House from 10 am to 3 pm.

6 – 9 April

Peugeot Easter Pageant 2012, at Young. See accompanying story.

24 April – 2 May

Outback 2012. See accompanying itinerary and contact details.

Peugeot Easter Pageant 2012 at Young

The New South Wales Peugeot car club will host the 2012 Peugeot Easter Pageant at Young.

This town is the cherry capital of Australia, but will not be in season when we are there. However, there are shops where cherry products can be purchased, in particular Poppa's Fudge Factory.

Some attendees have already booked their accommodation and others have registered for the weekend.

The program for the weekend will be like this:

Friday arrive and dinner at a venue of your choice, but we recommend the local Young Services Club where a space for Pageanters has been reserved.

On Saturday morning the pageant begins. After breakfast at the Cherry Blossom Motel, a lion-up at the visitor centre will display our cars and the mayor of Young Shire Council has been requested to judge our cars, based on persona appeal of the cars. Lunch will be provided at the visitor centre.

On Saturday afternoon, there will be leisurely seven kilometre drive to the Young Turf Club located at Burrangong on the road to Temora. Here we will have some driving skills tests and a motorkhana or similar. The toilet facilities at the club will be available.

And after all that fun, you deserve a nice evening meal. This has been arranged at the Empire Hotel, which is located opposite the Visitor Centre. The hotel is within walking distance of the motels where most, if not all, people will be staying.

On Sunday morning, after breakfast, you will enjoy a leisurely drive in the district. This will be the sign post chase during which you will get confoundedly and delightfully confused but the reward will be a nice lunch at a beautiful destination.

After returning to Young, there is plenty of tourist sites to visit or do some shopping for souvenirs of the town.

Sunday evening is the presentation dinner that will be held at the nicest restaurant in town, within walking distance of the motels.

Monday morning: Young will witness a convoy of Peugeots head out to the Chinese Tribute Gardens for a farewell breakfast. This is a delightful spot with lovely gardens and a sheltered area. The gardens commemorate the Lambing Flat atrocities during the gold rush. The dam there was used to store water for the steam trains which have long since ceased to run on the line.

The cost of this is a reasonable \$185 per person covering meals, a goodies bag (restricted this year to essentials), and enormous amounts of fun.

Accommodation is your responsibility and the club recommends either of two venues.

The Cherry Blossom Motel. A clean but older style motel that will be pageant head-quarters and venue for breakfast. The whole motel has been booked for us. Book by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your booking and the discount rate.

The Colonial Motel. This is diagonally opposite if you want something a bit classier. It has 15 rooms and eight apartments, with covered parking. Phone 02 6382 2822 or visit www.colonial-motel-young.com.au Please mention the Peugeot Car Club when booking to identify the arrangement with the motel owner.

Other venues can be found at www.visityoung.com.au

I suggest you book now to take advantage of the arrangements that have been made for the weekend. Meanwhile, if you have any questions, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697. Or email us at pageant@peugeot-club.asn.au

So, see ya in Young, 2012.



REGISTRATION

Easter pageant 2012 at Young

Friday 6 to Monday 9 April

PAYMENT OF \$185 PER PERSON IS DUE BY 1 MARCH 2012 FOR EARLY BIRD DISCOUNT,

OTHERWISE PAYMENT OF \$195 PER PERSON WILL APPLY.

Name(s) _____

_____ Your signature _____

Postal address _____

_____ State _____ Postcode _____

Email address _____

Teles: Home () _____ mobile _____

I will represent the _____ car club at the pageant.

I expect to be driving a _____ with registration number _____

I am interested in participating in the motorkhana: yes or no (circle which one applies)

List any dietary requirements: _____

No accommodation is included in this registration. I booked my accommodation at () Cherry Blossom motel; the () Colonial motel; or other _____

REGISTRATION, FEES and PAYMENT (i.e. things you need to know and to do)

Registration is \$185 per person. On 1 March the fee rises to \$195 per person. Children under 5 years of age are free. Contact us for prices for young adults aged from 5 to 11 years. Registration includes all meals on Saturday and Sunday, a farewell breakfast at the Chinese Tribute Gardens, band cloth badges and other goodies, not to mention unlimited fun and camaraderie. The pageant's activities include a lion-up, motorkhana, driving skills, sign post drive and talking Peugeot. Young has lots to see and enjoy: from shopping arcades to award winning wineries. There is something for everyone.

(1) **Payment** may be made by either:

(a) cheque to Peugeot Car Club of NSW Inc, or

(b) direct deposit at National Australia Bank to Peugeot Car Club, BSB 082 352, account number 0358 3828 4

Please identify the transaction with your name and the words "pageant 2012".

(2) **Indicate** here how you paid: cheque enclosed ☐ or direct deposit ☐.

(3) **Post** this form after you completed it (with your cheque if you are paying by cheque) to Ross Berghofer, PO Box 45, Enfield South, NSW, 2133

(4) Please **send an email message** to pageant@peugeotclub.asn.au to let us know that you have registered. You will then be eligible to receive updates on news and events for the pageant.

(5) **Final numbers** are required by 20 March 2012 for catering purposes.

Cancellation: If you cancel after 20 March a charge of \$100 per registration will apply to recover costs incurred.

The fine print: At the Peugeot Easter pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent due care is to be applied by all participants. No responsibility is implied nor accepted by the organisers.

Questions - contact: Ross Berghofer 0409 504 551; Graeme Cosier 0409 246 278; Anne Cosier 02 9456 1697 or 0418 203 195; Wal Glading 02 4883 6927; or pageant@peugeotclub.asn.au

Outback Trips for 2012

Outback 2012 – Vic, SA and NSW – Tuesday 24 April to Wednesday 2 May.

The 4 States Desert Trip – Tuesday 26 June to Tuesday 17 July. Will include Flinders Ranges, Oodnadatta Track, Coober Pedy, Chambers Pillar, Alice Springs, Sandover Hwy, Mt Isa and Birdsville.

Exploring Murray Sunset, Hattah Kulkyne & Little Desert National Parks – Sunday 14 to October to Friday 19 October. We will be based in Ouyen Caravan Park for the 5 days.

All trips are suitable for Peugeot rear-wheel-drive vehicles only.

Contact Hank Verwoert: verwoert@netspace.net.au for further details.



French Car Drives 2012

This is the proposed calendar of events for this year. Any suggestions or modifications welcome.

Sunday February 26 – Mt Stromlo and Tidbinbilla. Meet at Scope Café, Mt Stromlo at 2pm for a coffee.

<http://scopemountstromlo.com.au/cafe.php>

Then a drive around the Tidbinbilla Tourist Drive. Please email me with your booking by Thursday 23 Feb, reno1338@hotmail.com

April 22 - Southern Highlands, including The Red Cow Garden in Sutton Forest <http://www.redcow-farm.com.au/home.html>

June 24 - Bowring for afternoon tea at Rollonin Café, and visit Crisp Gallery and Binalong if time permits http://www.yassvalley.com.au/ac-com_result1/rollonin-cafe/

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

August 26 – Gundaroo - lunch at Gundaroo Colonial Inn (Matt Crowe's wine bar)

http://www.gundaroocolonialinn.com.au/3760/Crowes_Restaurant/

October 28- Captains Flat- brunch at Outsider Cafe

Dec 2- Christmas BBQ, Lake Ginninderra



Pugger Buggers Trip 2012

Neville Summerill

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to start, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommodation, as we may do some bush camps at some places.

The route may change due to road conditions. I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs.

For more information, contact me on 02 6458 7208

Day Route

Day 1 Turlee Station, Top Hut, Pooncarie, Willaba, Menindee

Day 2 Menindee, Copi Hollow, Balacka, Culpaulin, Wilcannia, Wilga, Budda, Tilpa, Kallarra Station

Day 3 Kallarra Station, Tilpa, Polocara,

Norma Downs, Tongo, Perry, White Cliffs

Day 4 White Cliffs, Williams Peak, Cobham, Milparinka, Tibooburra

Day 5 Tibooburra, Mount Wood, Gorge Loop Rd, Olive Downs, Fort Grey, Cameron Corner

Day 6 Cameron Corner, back track to Fort Grey, Waka, Tibooburra

Day 7 Tibooburra, back track to Milparinka, Thelddarpa, Winnathee, Smithville House, Pine View

Day 8 Pine View, Lynray, Kantappa, Silverton, Broken Hill

Day 9 Broken Hill, Menindee, Big Amp, Hazel Dell, Lochnager, Ivanhoe

Day 10 Ivanhoe, Clare, Hatfield, Penarie, Oxley, Maude, Hay – Finish.

Canberra 100 Rally

Next year, 2013, marks Canberra's 100th birthday.

The Australian Historic Motoring Federation and each state council are doing a national rally in Canberra.

Rally runs are being sought from every State to arrive in Canberra on 18th October for the national rally.

The overall event will be similar to the Shannons Rally in 2001.



Shannons Wheels 2012

On Sunday 25 March 2012, the Council of ACT Motor Clubs will celebrate 30 years of Wheels.

The Council of ACT Motor Clubs invites all affiliated clubs member to celebrate the anniversary on the lawns of Old Parliament House from 10 am to 3 pm.

Come and share in the celebration of raising money for local charities over these years during which time around \$400 000 has been donated. Enjoy the family fun picnic day surrounded by veteran, vintage, classic and modern vehicles in one of the best panoramic views in Canberra.

This year money raised will be donated to the Rotary Club Shelter-box project which provides emergency accommodation and equipment for up to 10 people who have suffered from natural disasters around the world.

The first Wheels display was held on 14 March 1982 on Phillip Oval and raised \$17 which was donated to charity.

All vehicle clubs are welcome to put on display and for the allocation of space on the lawns approximate numbers should be sent to Daniel Wyatt Tele: 6258 4590 Email: daniel.wyatt2@bigpond.com

Please note drip trays are required for all vehicles attending the display.

The Council is also holding a 30th anniversary dinner on Saturday 24 March at the Canberra Southern Cross Club, Jamison.

Features of the night will be a two course dinner (mains and deserts \$37.00 per head) a charity auction and a special guest speaker. For bookings contact Jan and David Wyatt ph 6286 1782 Email: wyattd@grapevine.com.au



Invitation
WHEELS
Motoring Expo
30th Anniversary
Dinner

This year marks the 30th anniversary of the staging of Shannons Wheels Motoring Expo by the Council of ACT Motor Clubs.

This year's display will be preceded by a 30th Anniversary dinner at the Southern Cross Club Jamison, cnr of Bowman and Catchpole Streets Macquarie on Saturday 24 March 2012, 6:30pm for 7:00pm.

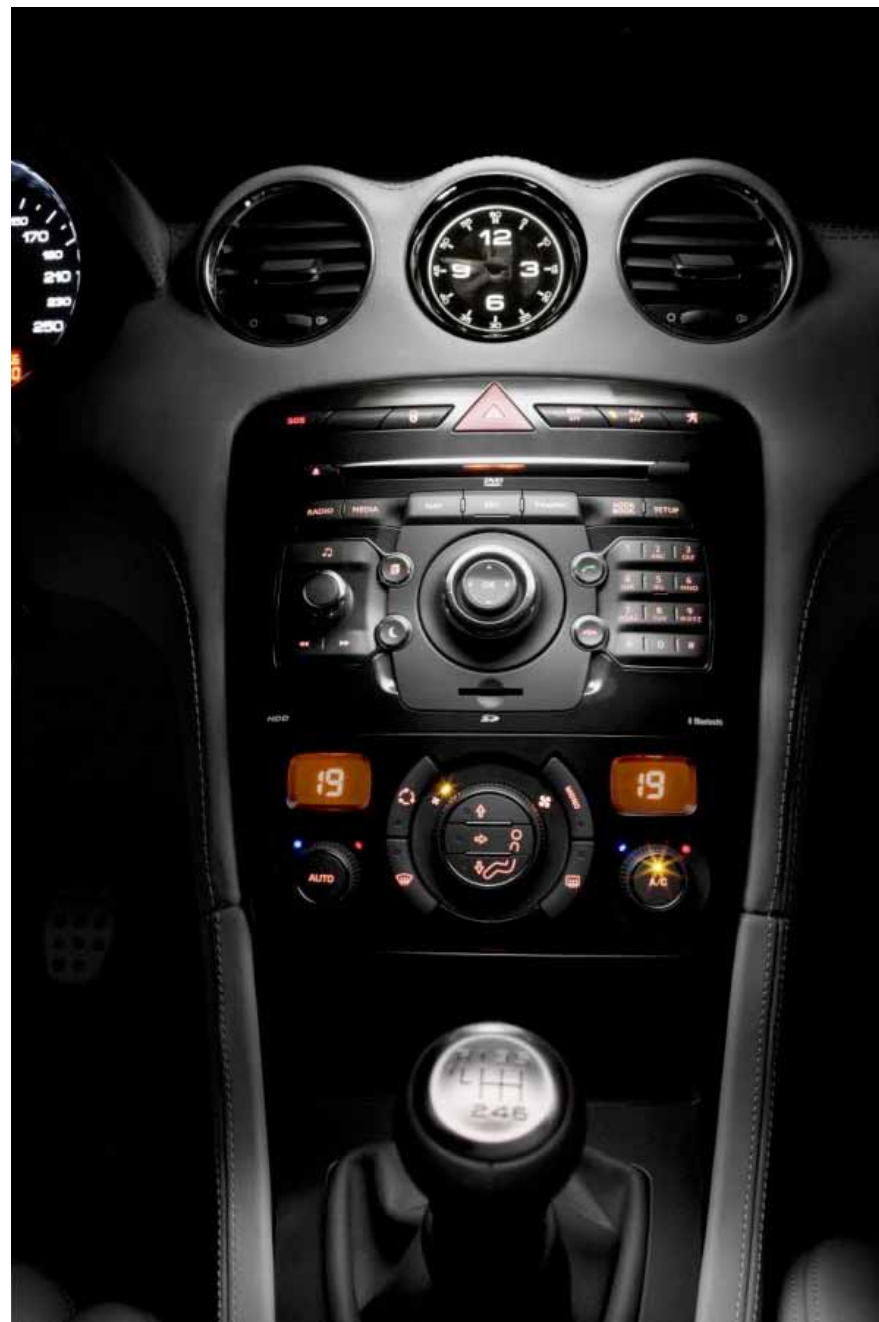
Tickets are \$37 per head and include two course dinner, charity auction to raise funds for the Rotary Shelter Box Appeal and a surprise special guest speaker.

Dinner bookings are essential to Jan Wyatt;
 Phone: 02 6286 1782
 email: wyattd@grapevine.com.au

RSVP 16 March 2012

Hurry! Don't delay as seats are limited to 120.

Further information about the Wheels display is available from Daniel Wyatt;
 Phone: 0412 316 964
 email: daniel.wyatt2@bigpond.com



New 405s are even better

Peter Wilson

If you're in the market for a new Peugeot 405, you'll be pleased that it's had a host of improvements, including a more fuel efficient and more powerful engine.

Equipment on the new model includes front fog lamps, optimised engine management system by Valeo, keyless entry, new reclining seats, new trunk release button, new style trim, front and rear clear light lenses and a rear spoiler, according to just-auto.com.

The change to the 1,577 cc TU5 engine – also used on the Peugeot 206, 207 and 307 – will boost power of the 405 SLX by 10 per cent and will mean ready access to parts from Europe.

But the 405 is not on Peugeot Automobiles Australia's wishlist – the importer has moved further along with the four-oh series, having the 4007 on sale and the 4008 on the way.

Production of the Pininfarina-designed 405 is modest these days in comparison with other more popular Peugeot models. For instance, production of the 308 topped a million in September after four years.

In the six months to September 22, the factories produced a total of 74,587 units of the 405 as well as 107,776 units of two variants on the 405 platform.

The Peugeot 405 was European car of the year when introduced in 1987 and more than 2.5 million have been built. European production ended in 1997.

The 405 and some variations are built under licence by Iran Khodra, now the biggest auto maker in the Middle East, and its output of 860,000 vehicles a year includes Suzuki Grant

Vitara, Bardo utilities and Peugeot 206s as well as its 405 and the 405-based Iranian national car, the Samand.

Iran Khodra designed the car based on a heavily revised Peugeot 405 platform, giving it a modern looking if bland exterior and interior, and safety.

The vehicles are sold in Iran and exported in the region, to Africa and to Russia.

It also has factories in Egypt, Syria, Belarus, Senegal, Azerbaijan and Venezuela.



2013 Peugeot 301 prototype spotted

Peugeot's replacement for the 308, believed to be called the 301, has been spotted during cold-weather testing in Northern Europe.

This 308-bodied prototype doesn't give much away, but shows that despite a slight increase in track width, the 301's

dimensions will be much the same as its predecessor.

Expected to launch sometime in 2013, the 301 range will likely kick off with a five-door hatchback, followed by a three-door, a stretched 301 Touring wagon and finally a 301 CC hardtop convertible.

The 301 will share its platform with the similarly-sized Citroen DS4 and C4, and the usual range of PSA petrol and diesel engines will be used.

Peugeot's recent technology-sharing

agreement may also see BMW-sourced engines under the 301's bonnet, and a hybrid model is also a distinct possibility.

Why the 301 moniker? The logical name for the 308's successor would be 309, however Peugeot already used that nameplate on a fairly anonymous-looking family hatchback in the 1980s.

No harm in a reboot. Just ask the '991' Porsche 911.

The Motor Report



Le Mans: Peugeot says withdrawal from international motorsport only temporary

Gary Watkins 26 January 2012

Peugeot's 908 LMP1 sports-car program was axed ahead of the closing date for entries for the new FIA World Endurance Championship and the Le Mans 24 Hours last week, but the company has stressed that it is not the end for its Peugeot Sport

facility near Paris.

A spokesman for Automobiles Peugeot said that it was the company's intention to return to motorsport, most likely in the WEC, possibly as early as 2013.

"This should be and must be a temporary compromise," the spokesman said. "I cannot say that we will not be in the WEC next season. We will try to be back in motorsport next year. Maybe 2013 is a little too early, but we are definitely not closing the door."

Peugeot opted not to push into a sixth season of sports-car racing after a poor sales year in key markets in 2011. It decided to cut the 908

turbodiesel program in favor of concentrating its resources on the launch of a number of new models, including hybrid versions of its 3008 hatchback and the 508 family car.

The company had planned to race the second-generation 908 turbodiesel in hybrid form in this year's WEC. The 908 HYbrid4 has been testing on track since October.

A swift return to sports-car racing or any other form of motorsport could be problematic because Peugeot plans to reallocate staff away from Peugeot Sport. It is understood that the resources, human and financial, will not be made available to continue development the hybrid version of the 908. The remaining staff at Peugeot Sport will focus on its customer racing programs.

The decision for Peugeot to halt its sports-car program was made on the morning of the closing date for entries for the WEC and Le Mans on Jan. 18 at an extraordinary board meeting. Peugeot Sport was preparing for the 2012 season, and two 2011 908s were in the United States ahead of a planned test at the Sebring (Fla.) International Raceway.

The LMP1 pullout brings to an end more than a quarter of a century of continuous top-line motorsport activity by Peugeot, starting with the 205 T16 Group B rally car in 1984. Peugeot Sport subsequently competed in the rally-raid arena, Group C sports cars, Formula One, touring cars and rallying again before returning to Le Mans with the original 908 HDi turbodiesel in 2007.

Through Autoweek



Peugeot 208 features new generation 3-cylinder gasoline and Stop & Start System (e-HDi) diesel engines

16 January 2012

The new Peugeot 208 B-segment super-mini, which launches this spring in Europe, will be available in 3- and 5-door bodystyles with a range of gasoline and diesel engines including a new 3-cylinder gasoline engine range and the latest generation of Stop & Start System (e-HDi) diesel engines.

The 208 achieves average CO₂ emissions of 34 g/km lower than the 207. Its latest generation engine technology and the use of the e-HDi micro-hybrid Stop & Start System on virtually all versions, add to the vehicle's improvements in terms of weight reduction and aerodynamics. With five models, four of which are equipped with the new generation Stop & Start System (e-HDi), the diesel range starts at 87g/km of CO₂ (delivering fuel economy of 69 mpg US or 3.4 L/100km) and doesn't exceed 99 g CO₂/km.

The 208 also introduces a new range of 3-cylinder gasoline engines, 1.0- and 1.2-liter VTi, starting at 99 g/km of CO₂ (and delivering 54.7 mpg US or 4.3 L/100km).

New generation of 3-cylinder en-

gines. A new stage in the PSA Peugeot Citroën Group's downsizing strategy, this new generation of engine block delivers a reduction of fuel consumption and CO₂ emissions, while offering a good level of performance for the entry-level versions.

Designed by the PSA Group and produced at its Trémery factory in France, the 1.0 l and 1.2 l VTi versions will allow the 208 to offer gasoline versions at 99 g/km and 104 g/km of CO₂.

These normally aspirated indirect injection engines have respective maximum powers of 50 and 60 kW (68 and 82 hp) at 6,000 rpm and a maximum torque of 95 and 118 N·m (70 and 87 lb-ft) at 3,000 and 2,750 rpm respectively.

This block is designed to be both very compact and light, with an aluminium alloy cylinder block and cylinder head, the exhaust manifold integrated in the cylinder head. It also benefits from technological features such as the variable valve timing system (VVT) on the inlet and exhaust camshafts or the variable capacity oil pump.

The Group invested €717 million (US\$908 million) in the 3-cylinder gasoline engine project, launched in early 2008, of which €460 million (US\$583 million) was for research and development. In all, 52 patents have been filed and 1,200 engineers and technicians have been involved. A total of €257 million (US\$325 million) was allocated for capital spending projects in eastern France, mainly at the Trémery plant in Moselle, eastern France.

In the start-up phase since September 2011, the new EB engine will be produced at Trémery. The project has a potential annual production capacity of 640,000 engines. Brought on stream in 1979, Trémery is the world's leading diesel engine production facility with a total output of 35 million units.

In a second phase, the new engines designed in France will be produced in Latin America and China to meet local needs and will represent a key asset for the Group's international expansion.



Extended e-HDi diesel range. The 208 will benefit from the e-HDi technology—launched on the 508 and the new 308 in 2011 (earlier post)—on 4 of its 5 diesel power trains. This new generation Stop&Start system reduces fuel consumption and emissions of CO₂ by up to 15% in town, while stopping of the engine and almost instantaneously restarting without any noise or vibration.

The e-HDi system uses Valeo's second-generation Starter-Alternator Reversible System (StARS). (Earlier post.) StARS com-



combines the alternator and starter functions. As a starter, it starts the engine instantly and silently using the alternator belt. This allows the machine to start the engine silently and without vibrations in less than 0.4 seconds, before immediately switching to alternator mode.

The StARS starter alternator is a synchronous machine using three-phase current. The rectification of the alternator

provides additional fuel savings, independently from the engine stop phases.

The starter-alternator is driven by the front-end accessory belt. A reversible tensioner allows power to be transmitted in both directions, depending on whether the StARS starter alternator is working as a starter or an alternator.

current to battery current (AC/DC) is realized with field-effect transistors instead of diodes, which gives an excellent efficiency at >77% (VDA measurement), or 10 points higher than a traditional alternator and thus allows

208 petrol range

1.0 l VTi 50 kW (68 hp); 95 N·m, 5-speed manual gearbox; CO₂: 99 g/km
 1.2 l VTi 60 kW (82 hp); 118 N·m, 5-speed manual gearbox; CO₂: 104 g/km
 1.4 l VTi 70 kW (95 hp); 136 N·m, 5-speed manual gearbox; CO₂: 129 g/km
 1.6 l VTi 88 kW (120 hp); 160 N·m, 5-speed manual gearbox; CO₂: 134 g/km
 1.6 l THP 115 kW (156 hp), 240/260 (2) N·m, 6-speed manual gearbox; CO₂: 135 g/km

208 diesel range

1.4l HDi PEF 50 kW (68 hp), 160 N·m, 5-speed manual gearbox; CO₂: 98 g/km
 1.4l e-HDi PEF 50 kW (68 hp), 160 N·m, 5-speed piloted gearbox, Stop & Start; CO₂: 87 g/km
 1.6l e-HDi PEF 68 kW (92 hp), 230 N·m, 5-speed manual gearbox, Stop & Start; CO₂: 98 g/km
 1.6l e-HDi PEF 68 kW (92 hp), 230 N·m, 6-speed piloted gearbox, Stop & Start; CO₂: 98 g/km
 1.6l e-HDi PEF 84 kW (115 hp), 270/285 N·m, 6-speed manual gearbox, Stop & Start; CO₂: 99 g/km

Green Car Congress

So many wanted it

What's a bit of rust when it's an ultra-low miles Colombo car, asks Peter Wilson

If you fancy having a Peugeot like Lieutenant Colombo, you'll have to work on the case quickly because there are others who share that dream.



Our dedicated Peugeot sleuths detected a rare low mileage 403 cabriolet on ebay.com before Christmas. Its starting price: a mere US\$1,000.

This white 1958 model with a blue leather interior was the real McCoy, not a home-built chop-top. With 1,647 miles on the clock, it had been barely used since leaving the showroom.

"The car is most recognised as the car Colombo drove in the TV detective series Colombo," European car restorer Ray Ayer

said in his ebay description. "This car is actually in about the same condition!"



Maybe not the same condition because the car was fresh from a junkyard and, despite having been cleaned, it showed rust blotches on its exterior and inside its doors, while its soft top was completely stuffed.



Actually, the famous TV car looked much better, despite the dents the studio had inflicted

to make it shabby.

The auction caused considerable excitement in the international Peugeot community and the link was spread and discussed on several forums.

Mike Tippet, the international 404 registrar from Vancouver Island, Canada estimated a 403 cabriolet was worth US\$45,000 in top condition. "It's worth restoring for sure, especially for someone who loves the cars," he



said. A Dutchman said he knew someone in the Netherlands who had restored a 403 convertible that he bought in Guadalupe – "spent a fortune on it and indeed it's worth a lot of money", he said, suggesting €50,000).

As the talk was warming up and more people were inspecting the photos on the auction site, the cabriolet was suddenly withdrawn from sale.

Someone in France had made a killer offer to live the Colombo dream.

Reiner Plass in Germany solved the mystery of its disappearance a few days later: “The car was sold directly. I got the information from our 203/403 (German-speaking) forum that it is already on its way to Europe to be restored there,” he emailed.



As principal of Ayer European Auto, Ray had run his eye very carefully over the dilapidated French restoration prospect, recognising it as “a stunningly beautiful automobile”.

His firm is in Gardiner, Maine, a historic valley city where the first workable US steam automobile was made. He specialises in restoring European collector cars and converting high line imports to US regulation standards.

Ray has restored Peugeot 504s and 505s, and he thought working on the 403 would be fun, but it was riskier and the return might not be as good as those from the Porsches and early Mercedes he usually revived.

After some research on the cabriolets, which were built on the sedan platform, and

discovering there were possibly only three examples surviving in the US, including the TV car, he decided to sell his.

Ray noted on ebay that the car was complete in all aspects but conceded it had been exposed to the weather for many years.

His only clue to its history was that it turned



up in a coastal resort town.

All of these cars were outfitted with complete leather interiors and four speed on the column shifters, he said.

“The rockers are rusty but floors are solid. All mechanical parts are available as the model 403 was produced for many years and in many variations,” Ray said in his sales talk.

“Every part is here, including the tool roll, engine manual crank, spare tyre etc. We have not tried to start the engine but it turns over easily.”

Then the phone started ringing.

“You could almost say it went viral,” he told

The Pugilist from Maine. “It got a lot of interest. People from all over the world called. I got calls from the US, a lot from France, Switzerland, Canada ...”

He knew the cabriolet was unusual, but he did not expect the response he got.

“There was this fellow in France who had close contact with the Peugeot factory and he asked if I would take it off ebay and sell it to him,” he said.

Sebastien Waint from Beaune made an exceptional offer that Ray accepted.

A contact already in Maine visited Gardiner the next day and paid for the car. A weekend later, the Peugeot was in a container and beginning its journey to France for restoration and appreciation.

“You should have seen it when I got it,”



Ray said of the 403.

The cabriolet was recovered from Wickedville Road – what a marvellous name! – in

Bar Harbour from the yard of an alcoholic junkman who had no idea what it was and could not remember where it had come from.

Ray called in friends in the state police to check its provenance. They reported that it was last registered in 1978, but found no other information.

He said it could have spent years in a garage at one of the many summer homes along the coast before the junkman got it.

To discover more, it would have needed an LAPD inspector with one good eye, a shabby raincoat, a cabriolet and considerable persistence.



Another 403 Cabrio – this one went to France for restoration by the Secretary of the 203/4032 Club. It cost 100Euros!

Jaedene with Peugeot news

One of Australia's few women motoring journalists, Jaedene Hudson, has taken up the role of public relations and promotions manager for Peugeot Automobiles Australia.



It's a key appointment as Peugeot this year fights to regain market share, plans to introduce two new models and two updated vans, and tries to divert women buyers from Mazda3s and Golfs to 308s and CC models.

Jaedene has, of course, driven some Peugeot models as part of her previous work and has liked the excellent safety credentials. She has been frank in her assessment of aspects such as build, handling, equipment levels and value.

However, the oldest Peugeot she has driven is a 205.

Peugeot's male hierarchy welcomed her arrival and Peugeot chief Ken Thomas said Jaedene's experience in both PR and journalism made her "an extremely valuable asset to the team".

Jaedene joined the Daily Telegraph 14 years ago and began writing about cars with Open Road before gaining a respected place in the Fairfax Drive team. Then she moved back to News Limited.

"As a woman, you tend to drive yourself a little bit more than the men [in motoring journalism]," she said in a brief interview before mobile reception was lost. "They are a great bunch of guys."

Her shift from automotive news to corporate PR was a career move, she said.

After she married her childhood sweetheart, David Love, who also grew up in St Ives, she joined Volvo Australia as PR manager.

When her contract ended, she stepped over to Peugeot, replacing Kirin Tipping when the Peugeot role was changed to reflect the PR element.

Some motoring journalists have quit because of all the travelling it involves. Not Jaedene. "Travel's not a drama; I'm used to living out of a suitcase," she said. And there will be further travelling when she takes selected motoring writers to Europe to try the new Peugeots.

Peugeot in front and behind

Peter Wilson

Despite a shocking result for December, Peugeot finished 2011 as the leading French automotive brand in Australia, behind its 2010 total, but with hopes of new models achieving a big year this year.

Official scores showed the national vehicle market topped a million new registrations, but was down 2.6 per cent in volume on the previous year.

The Federal Chamber of Automotive Industries attributed this fall to "challenging market conditions and significant supply problems" as well as the natural disasters at home.

Peugeot had its share of Japanese earthquake problems and factory downtimes affecting its deliveries as well as a resurgent French rival and other strong European competition.

By October, its 463 new registrations had topped the 409 of October 2010 and November's 453 topped the 402 of November 2010.

But Peugeot's December figure slumped to 252 units, less than half the 557 the previous December. Despite the end-of-year inducements, it was the worst December result for the marque since 2000.

Sales fell for every model except the 508

and the 75 deliveries of the top-of-the-range sedan were the best since its release. The expected volume models, the 207 and 308, were down to 41 and 75 respectively.

For the first time since its return to the Australian market, in December Renault overtook Peugeot, almost doubling its sales to 397 on the 221 the previous December and finishing the year on a high of 3,622, almost double its 1,907 in 2010.

Renault had the advantages of fresher models, South Korean costs for some and five-year warranties.

Peugeot finished the year with a total of 5,220, 7.6 per cent – 429 units – down on the 2010 sales of 5,649. It was a 10-year low, but still 1,668 ahead of what had been a record result of 3,552 in 2001.

Citroën had a below average 92 in December to finish the year with 1,415 sales, 188 less than its 1,603 in 2010.

An indication of the intensity of European competition was Volvo's 546 sales in December that gave it 5,272 for the year, edging ahead of Peugeot. Sightings of Opels driving about Sydney remind that some models successfully marketed as Holdens will be sold this

year under that General Motors badge.

Automobiles Peugeot, long a tight-margin volume producer, has been too dependent on European sales, hit hard since the end of subsidies and financial crises, so it is trying to build



more higher margin upmarket models and increase its markets outside Europe.

A total of 2,114,000 Peugeots were sold globally, a little down on 2010, but an improvement to 48 per cent outside Europe. Most ex-

port markets were up – Russia, Asia, Latin America and New Zealand – so Australia was an odd one out.

The local decline in sales was described as planned. Peugeot Automobiles Australia spokesman Jaedene Hudson told The Pugilist it was deliberately done to keep stocks [of 2011 vehicles] low for the new year.

Peugeot UK made a similar explanation – it was policy – for its 13 per cent slide in sales and its market share slipping from 5.38 per cent to 4.9 per cent in 2011.

The big success was the 308-based RCZ coupé, which has beaten the Audi TT globally with sales of over 19,000 units. It has also done well in Australia, with 152 sales in 2010 and 304 in 2011, but Audi is strong here, with plenty of factory cash, and TT sales again topped 400.

The launch of the 508 was deemed an international success with 121,000 sales. However, with Australia starved of this model it failed to have the immediate impact here of the 407, which sold in triple figures in its first three months to a market hungry for diesels.

The 75 deliveries of 508s in December – including back orders – were the best since its

launch and the year-end tally was just 285.

Peugeot has indicated there does not appear to be any constraint on Australian 508 supply now so this year will indicate if it ticks all the boxes for prospective buyers.

Some of our 307-owning members have traded up to the 308, an improved model, but the market does not appear to have shown the same loyalty and its volumes have been consistently lower despite the reduction in warranty issues. This might be a hangover from quality problems with the 307, which Automobiles Peugeot acknowledged at the highest level.

In 2011, the 1,737 sales of 308s were 38.6 per cent down on the previous year's 2,827 units. Things improved when the

facelift model appeared – a lift in registrations to 179 in October, 142 in November and 75, the lowest month of the year, in December.

Thanks to the Sportium package, the 207 made a sales comeback and its 1,268 in 2011 trumped the 943 in 2010 and the 853 in 2009. But sales started to slow in September and bottomed at 41 in December.

An observer suggested the market might not be ready to accept small eco-friendly en-

gines, fearing they work too hard and might wear too soon, when bigger ones are about. However, Volkswagen has been doing well with small engines, though dismayed owners of oil-gulping Golf diesels might be reluctant to buy another.

Another put-off is the four-speed auto, which is old hat when six-speed boxes are about.

Pluses that are hardly known are Peugeot's great safety record – shown in accident statistics – and the new short-term fixed-price servicing charges for new models. Last month Peugeot heavily promoted its 2011-model sale. Perhaps it is hoping to emulate previous years, particularly 2006 and 2007, when a bumper January result followed a down December.



**Peugeot Association of
Canberra
Minutes of General Meeting
8.00pm 22 November 2011
Canberra Irish Club
Weston ACT**

Persons Present

Neil Sperring
Glen Bryden
Ross Stephens (Secretary)
Neil Birch
Rick Phillips (Chair)

Apologies

Brad Pillans
John Bower

Introduction

The meeting opened at 8:05pm and was preceded by dinner at 7pm. There being only five members present a quorum of 10 percent of the membership was not achieved. Business requiring a vote will be held over until the 28 February 2012 meeting.

Minutes of previous meeting

The minutes of the September 11 meeting were accepted.

Financial position

Glen presented the Treasurer's Report that was not available at the AGM as it was still being audited. Main points to note are as follows:

- a. The auditors report was favourable.
- b. A minor process discrepancy in the accounts where a cheque had not been banked prior to EOFY.
- c. Healthy bank balance at \$10, 617.38 with no significant outgoings forecast.
- d. There being insufficient members present the vote on acceptance of the Treasurers report will be held over until the February meeting.

Inwards correspondence

Glen The following correspondence was received:

- a. Letter from the office of Gender Equality.
- b. Flyer from Auto Parts 'Reukers Rohner?'
- c. Survey letter from 'A Gender Agenda'.
- d. Magazines from Peugeot clubs from other states were received and made available at the meeting for viewing.
- e. In response to an email enquiry Ross Stephens received advice from the Weston Club on the application process for a meeting room.

Council of ACT Motor Clubs

Ross Stephens and Neil Sperring presented the delegate's report of the last meeting. Point to note is that a copy of the CACTMC proposed By-laws will be sent to all clubs Registrars for action. The next CACTMC meeting will be on 19 Jan 12.

Close

The meeting closed at 9.00pm.