

ROAR

Magazine of the Peugeot Association of Canberra



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ON THE COVER

Peugeot 908 Le Mans Prototype, Peugeot Avenue, Avenue des Champs Élysées, Paris.
Photo: Peter Rees.

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(PAC)

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

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

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Greetings all,

It is with great sadness that I report the passing of one of our club's great personalities, John Nicholas, aged 78. John was a long-time member of the club. Indeed he was our first appointed Honorary Life Member. Peter Rees, Graham Taylor and I attended a very moving funeral for John at the Gold Creek Chapel on Tuesday 8 May – see Peter's story on page x.

On a lighter note, I met a very nice old bloke (older than me, that is) at the local car wash recently. He admired my 508, and then recalled he'd owned a Peugeot years ago – a 203. He said he'd worked for a car dealer in Temora, in the 1950s, where they sold Peugeot 203s and Dodges. It reminded me of the days, both in Australia and New Zealand, when people had

few choices when it came to buying cars – they simply bought what was on offer at the local dealer.

I well remember being quite astonished to see Citroëns on almost every dairy farm in one part of south Taranaki, when I first visited the North Island of New Zealand in 1975. It turned out that there was a local Citroën dealer and nothing else on offer for miles around. The dealer was something of a local legend, renowned for taking people on hair-raising test drives. His favourite trick, apparently, was to roar along the narrow farm roads then suddenly veer off into the grass to demonstrate the great Citroën suspension. His nickname was 'Mad Max of Manaia' (Manaia being the small town where he had his dealership).

In those days, in New Zealand, cars were expensive and people kept them for many years. Thus the Citroëns that I saw in 1975, were not the latest model but mostly Light 15s and Big 15s, as I recall – these would have been UK-assembled and therefore gained tax concessions that strongly favoured British-built cars in New Zealand at the time. Peugeot, of course, had gone one step further and built an assembly plant, at Thames, just south of Auckland. My dark blue 404 is one such Kiwi-assembled Pug, which, in turn, allowed me to avoid paying an import duty when I brought it back to Australia in 1994.

An interesting thing about buying and selling cars in New Zealand, when I lived there from 1983-1994, was a set of 'papers' that went with a car for life. The 'papers' recorded the name of each owner, the dates of sale/purchase, and the odometer reading at the time of sale. This was an excellent way of keeping track of the 'real' odometer reading on older cars that only had 5 digit odometers – no more pretending that an odometer reading was 60,000 miles when it was actually 160,000, 260,000 or even 360,000 miles. The papers with my 404 clearly show only one family owner, the ownership passing from mother to son, before being sold back to the original dealer who sold it to me. A nice bit of history to go with the car!

Unfortunately I will miss this month's club meeting

at the Weston Club, but that should not deter people from attending. Meet at 7pm for dinner and a chat, followed by the meeting at 8pm, on Tuesday 22 May. However, I will be back in plenty of time for the annual Battle of Waterloo to be held on Sunday 17 June at the bottom of ANZAC Parade, with entry from near Blundell's Cottage – see calendar for details. The British forces have had the upper hand for the past two years, so I am keen to encourage a strong French contingent of cars this year. No army runs on an empty stomach, so the club will be running a BBQ on the day. If anyone would like to volunteer to assist with running the BBQ please let me know.

Looking further ahead, the annual Bastille Day celebration is planned to be lunch at Le Très Bon Restaurant in Bungendore on Sunday 22 July. Those of us who went there last year can vouch that this is a great place to dine. Details to follow in next month's magazine.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

306

306 1998 hatch, white, 130km, recently serviced, two new tyres. \$3000 ONO. Gemma, 0422 523 274.

505 1984 Executive Sedan

505 1984 Executive Sedan 295k kms. Blue. Manual 2.2 litre injected. nsw reg. to mid-April. Blue velour seats and interior, very good inside. In good running order. Paint good. Imperial mag wheels with 80% tread. Price \$950. Shane Carson 0407 277 327

505

505 1984 STI Sedan 275k kms. Maroon. Auto 2.2 litre injected, same injection system as in above car. Brown interior, dashboard uncracked. Many extra parts - wheels etc. all included. Body straight, car was running well but is now a parts car only missing a fuel pump. Could be restored or dismantled. No rego. Price \$250.

Both 505s are both located in Moruya. The 2 together \$1000.

Shane Carson 0407 277 327.



CLUB EVENTS 2012

Calendar

22 May

Club meeting. 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.

17 June

Sunday. Battle of Waterloo. Venue still to be confirmed but organisers trying for Rond Terraces in lieu of Patrick White Lawns due to the irrigation inspection charges levied last year. Awaiting NCA approval.

**26 June –
17 July**

4 States Desert Trip. See accompanying itinerary.

22 July

Annual Bastille celebration is planned to be lunch at Le Très Bon Restaurant, Bungendore. Details next month.

14-16 Sept

Oh3Weekend. Nowra. See accompanying story.

FRENCH HONOUR AT STAKE AT BATTLE OF WATERLOO

A call to arms!

Peugeots, Citroëns and Renaults of any description needed for next month's Battle of Waterloo. After two defeats it is time to call for reinforcements from owners who have missed the recent annual event on the shores of Lake Burley Griffin.

On Sunday 17 June there will be a gathering of French and British cars, including some bicycles, at Rond Terraces to commemorate the Battle of Waterloo in 1815. The event is sponsored by Shannons Insurance. In past years, the event has attracted up to 100 cars and around 150 participants depending on the weather. Entry to the event is open to the general public.

The event is being organised by the Renault Owners Club of Canberra (ROCC) in conjunction with the Peugeot Association of Canberra (PAC) and sponsors. Entry to and egress from the event will be via Constitution Ave and Macquarie Drive and then via the gate near Blundell's Cottage.

Freestanding directional signs will be at the intersections of Anzac Parade with Constitution Avenue and Constitution Avenue and Macquarie Drive and at the entrance near Blundell's Cottage to designate the entry point for the event.

The sign at the entrance will designate an advisory speed limit of 5kph.

An official in a fluoro vest will be at the entrance to guide cars to their respective locations. Public parking will be directed to the hard standing area just south of Rond Pond at the end of Anzac Parade.

All cars will be parked on the hard stand red granite area and back from the RG Menzies walkway on the lake edge as public access to the area is not restricted. Coffee, tea and drink facilities will be available. Food will be provided by a BBQ run by the PAC next to the coffee van. Each will have waste disposal facilities. Toilet facilities are located to the west in Commonwealth Park.

Door prizes will be available to the lucky entrants.

Event Schedule

Set up at 9am

Event 10am to 3pm

Take down and clean up from 3pm

Contacts

Barry McAdie 0415 907 614

Lisa Molvig 0412 011927

Oh3 Weekend 2012

September
14th-16th



203 & 403 Enthusiasts

*You are invited to take part in this weekend based in Nowra.
Enjoy the South Coast with a spectacular sea-side experience.*

*\$390 for 2 people including 2 nights (Friday and Saturday)
accommodation at Pleasant Way Motel, with 2 hot breakfasts
and 2 three course restaurant dinners. No booking fee.*

Contact Sue and mention Peugeot Car Club NSW

Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

Enquiries Jim Kearns

Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au

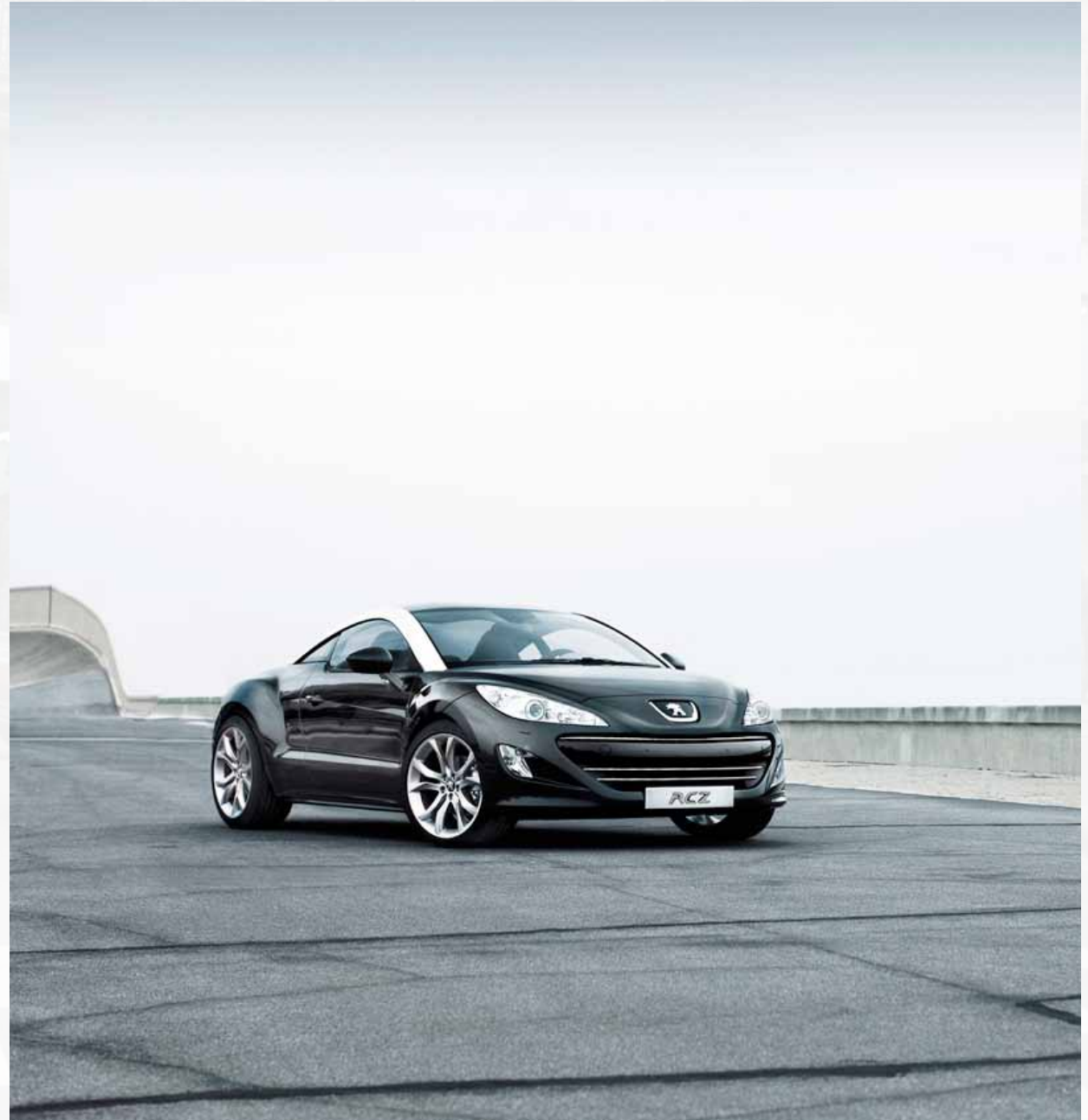
Outback Trips for 2012

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 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.

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 Gininderra



THE 4 STATES DESERT TRIP – SA NT QLD NSW - JUNE/JULY 2012

Day 1 – Tue 26th June Nhill – Murrayville – Pinnaroo – Parilla – Gurrui – Wirha – Billiart Con Park. 240 kms

Day 2- Wed 27th June Billiart Conservation Park – Alawoona – Wanbi – Wunkar – Maggea – Waikerie – Cadel – Balah – Koomooloo – Murkaby – Pine Creek – Terowie. 285 kms

Day 3 – Thu 28th June Terowie – Peterborough – Orroroo – Carrieton – Cradock – Hawker. 170 kms

Day 4 – Fri 29th June Hawker – Morolana Scenic Drive - Leigh Creek – Lyndhurst – Marree. 290 kms

Day 5 – Sat 30th June Marree – Bop-eechee – Coward Springs. 130 kms

Day 6- Sun 1st July Coward Springs – William Creek – Coober Pedy. 235 kms

Day 7- Mon 2nd July Coober Pedy - Rest Day.

Day 8- Tue 3rd July Coober Pedy – The Breakaways – Oodnadatta. 235 kms

Day 9- Wed 4th July Oodnadatta – Mt Sarah – Hamilton – Eringa – Abminga – Charlotte Waters. 220kms

Day 10- Thu 5th July Charlotte Waters – New Crown - Finke – Bundooma – Titjkula – Chambers Pillar. 230k

Day 11 – Fri 6th July Chambers Pillar – Titjkula – Alice Springs. 165 kms

Day 12 – Sat 7th July Alice Springs – Rest Day.

Day 13 – Sun 8th Jul Alice Springs – Sando-ver Hwy – Ammaroo. 310 kms

Day 14 – Mon 9th July Ammaroo – Lake Nash. 340 kms

Day 15 – Tue 10th July Lake Nash – Mt Isa. 220 kms

Day 16 – Wed 11th July Mt Isa – Rest Day.

Day 17 – Thu 12th July Mt Isa – Dajarra – Boulia. 300 kms

Day 18 – Fri 13th July Boulia – Bedourie. 195 kms

Day 19 – Sat 14th July Bedourie - Diamantina Dev Rd – Birdsville Dev Rd – Haddon Cnr. 370 kms

Day 20 – Sun 15th July Haddon Cnr – Arrabury – Nappa Merrie – Innamincka. 240 kms

Day 21 – Mon 16th July Innamincka – Dull-ingari Oil and Gas – Santos – Warri Gate – Tibooburra. 300 kms

Day 22 – Tue 17th July Tibooburra – Pack-saddle – Broken Hill. 330 kms

Some of these distances are approximate.

Peugeot-Citroën sells up Paris headquarters

PSA Peugeot-Citroën has sold its 48-year-old Parisian headquarters for €245.5 million (\$311.3 million) in an effort to aid the company's debt woes.

The building, located at 75 avenue de la Grande Armée in Paris positioned near Paris icons the Arc de Triomphe and Avenue des Champs-Élysées, hosts about 1,900 staff and was snapped up by Ivanhoe Cambridge – the real estate division of a Canadian pension fund management company Caisse de depot et placement du Québec.

Despite the deal, PSA Peugeot-Citroën will lease back the building for at least the next nine years.

Cost cutting measures are nothing new for PSA. In 2011, job cuts were announced; in January 2012 it pulled out of Le Mans racing; and in February, fiscal measures were released that included an 'asset-disposal plan' after net debt reached €3.36 billion (\$4.26 billion) at the end of 2011.

Car Advice



Meanwhile at Peugeot Avenue, this 205 currently adorns the floor with its latest relative, the new 208.

Vale John Nicholas

Peter Rees

The Peugeot Association of Canberra has lost a great stalwart with the untimely death of John Nicholas in an accident on his farm at Hall.

John was an inaugural member of the PAC on its formation in July 1979 and became its first Life Member.

John, who was 78, had a series of Peugeots over the years but none was closer to his heart than his beloved 403.

Most recently, he was the owner of a 406 HDi sedan and a 407 wagon.

John chaired many a PAC annual general meeting, a task to which he brought his quiet, well-modulated voice, elan and good humour.

Having graduated from the University of Melbourne, John went on to teach in California.

Returning to Australia, John was employed by the University of Canberra in December 1971 and retired in June 2000 as an Associate Professor with the Faculty of Education.

His area of expertise was science education, an area in which he earned a reputation among colleagues and students as a passionate and dedicated educator.

He was also passionate about the ar-

chitecture of Frank Lloyd Wright, his own Celtic roots in Cornwall, and a good red.

The Gold Creek Chapel was standing room only for John's funeral on 8 May. His son, Greg, talked of how his father would bundle the family into the 403 for holidays. The 403 stayed with John for special events as he moved on through other Peugeots over the years.

The Canberra Peugeot fraternity will miss him. The PAC extends its sincere condolences to his family.



Ian Brock's outback trip

PAC member Ian Brock joined Hank Verwoert's Outback wander in April and May, driving his yellow 504.

These photos were taken at Mt Brian in South Australia where the 504 – and Ian himself, for that matter – were dwarfed by this prop blade from Hallet wind farm.



The Other 504

Paul Watson

When the 504 was introduced to Australia in 1970 it received a rapturous welcome.

Wheels tester Rob Luck wrote how he had driven the 183 miles (294km) from Bell Street, Coburg, to Albury in appalling wintry conditions in exactly two hours, most of it at 100mph (162kmh).

“At that speed it had been completely quiet apart from a hiss around the windows when a semi-trailer passed.”

Luck praised the two-speed wipers and the ventilation. “Despite an outside temperature of less than 50deg (10C), I was able to drive lightly clad,” he wrote.

He mentioned the car having Michelin



The “no frills” 504L model was not sold here in Australia.

would often have exceeded 150mph (240kmh)”.
He even

complimented the AWA radio, which was able to pick up Melbourne stations all the way to Albury. Such praise for the 504 was not uncommon. The handling and roadholding of the fully independent rear end were widely commended, as were the four-wheel-disc brakes.

The French

seats were a delight, road testers said, with their headrests

that could be slid away when not needed. Boot space was excellent and the body shape was pleasing. The trapezoidal headlights were regarded as a thing of wonder. After all, most cars still had circular headlights in 1970. There were a few quibbles, mainly relating to the lack of power in the carburettor version of the 1800cc engine and the handbrake, which was under the dash. But generally Australians were told that the 1968 Car of the Year was a

XAS asymmetrical radials but I believe these would have been an option, as Uniroyals were standard on early 504s.

“Although the rain was consistent and heavy with gusts and wind squalls, the car always stayed straight and never twitched, even when driving into the ‘wake turbulence’ left by semitrailers at closing speeds that





The 504L dashboard with its strip speedo, 404 style heater controls and switches. Note the column gear change.

triumph, which it undoubtedly was.

The Automatique and Injection versions were soon available, followed a few years later by the two-litre engine and the wagon and familiale versions. So the 504 was a winner. There was only one fly in the ointment: the price.

The 404 had been assembled in Australia by Continental and General since 1963 and was priced at the equivalent of \$2900 to compete in the lower end of the luxury-car market. (A Valiant auto cost \$2770 while Holden's Premier was \$2840 and Ford's Falcon Futura was \$2796. The Fiat 1500, Vanguard Six and Wolseley 24/80 were in the same ballpark.) But in

1965 Renault Australia took over local assembly and reduced the price to \$2550. Suddenly the 404 started selling well and this is when many people became Peugeot enthusiasts.

By 1970, despite many improvements the price had risen only \$49 and the 404 was a steal. But when the 504 was released it was priced at \$3475, an increase of 33 per cent over the 404's list price. Talk about sticker shock!

Yes it was definitely a genuine "sports saloon", as motoring writers used to say in those days, but it was not the bargain that the 404 had been.

Its competitors (on price anyway) were the Triumph 2000, the Volvo 142, Alfa 1300Ti, Valiant Regal 770, Fiat 125 Special, Fairlane Cus-

tom, and MGB Mk II.

The Australian 504 came in what would later be called GL form but in France and some other markets there was a cheaper version, the 504L. This was another example of Peugeot using bits from a previous model in a new car. It had happened when the 203 was giving way to the 403 and when the 403 was playing second fiddle to the 404. So why not do the same with the 404 and 504?

Externally, the 504L was identical to the GL, except that the sunroof was not available. The station wagon version didn't even have reversing lights! Inside, the front seats were basic, like the 404's, with no headrests. The gearshift was on the column initially, although a floor shift was introduced later. The main visible difference inside was the dashboard,

which was strictly poverty pack. The strip speedo looked as if it came from a Morris 1100 and the heater controls were taken directly from the 404 parts bin. There were a couple of toggle switches and a couple of blanks.

The only concessions to luxury were the centrally mounted clock and a cigarette lighter. (It's amazing how many French Peugeot brochures show cigarettes, pipes, tobacco or other smoking accoutrements.) Underneath, the 504L had basically a 404 rear end. No IRS here, just a solid rear axle with Panhard rod, and drum brakes, but with a hypoid differential, like a 404 wagon. At 165 x 14, the tyres were narrower than the 504GL's. So it was an 1800cc 404 with a stylish longer, wider and lower body and it would have cost somewhere between the 404 and 504GL, say \$3000 in Australia. That's Falcon 500-Holden Kingswood country.

Would the 504L have sold here? According to contemporary reports, used 404s were in high demand when local assembly finished, some selling for \$600 above retail. Wheels claimed in October 1972 that "but for its slightly dated styling it could have worn a price tag some \$1200 dearer" and reported that a Melbourne dealer had sold a used 404 with only 70 miles on the clock for \$3200. "A higher mileage car in Sydney is currently on offer for \$3500." Assuming a \$3000 price tag, I believe the 504L would have sold in the thousands.

But there is one reason why it could not happen. In 1970 the local Australian car industry was receiving Federal Government protection by way of local-content regulations for assemblers such as Renault Australia.

It was a complicated system but basically it came down to this: if you supplied 45 per cent local content, you were allowed to assemble 7500 cars a year without attracting import duty.

As we know, there was a very strong demand for the 504 when it was released, despite its high price, and some people had to wait for months for the cars they ordered. So an annual market of 7500 would not have been hard to meet. Who knows how thing would have been different if the politicians hadn't interfered?

Acknowledgements: Thanks to Jim Brear for his Peugeot Project articles and to Mike Jolley for his contemporary brochures. — from Torque.

nouvelle version
dans la gamme **504**

"La berline L" moteur 1800/10 CV

Vous trouverez dans cette Berline robuste et économique la même élégance des lignes, la même habitabilité, une finition très soignée, un grand confort et un moteur de 1.800/10 CV. Tout cela avec un budget réduit et une moindre consommation de carburant.

BERLINES 504

L 10 CV à carburateur ou 8 CV diesel
GL 11 CV à carburateur double corps ou 8 CV diesel
TI 11 CV à injection d'essence

■ En option sur GL et TI : transmission automatique

PEUGEOT 504L

Din **PEUGEOT** **ESSO**

Hot-weather testing delays keenly priced electric/diesel eco AWD wagon

25 April 2012

By **BYRON MATHIOUDAKIS** in England

Ford AUSTRALIA'S first diesel-electric hybrid is on track for a lower-than-expected starting price when sales commence at the end of this year.

Kicking off from about \$60,000, the Peugeot 508 RXH will become the flagship of the French brand's medium-size family car range, sitting above the \$55,990 GT Touring announced earlier this month.

With importers Sime Darby sweating on the conclusion of hot-weather testing for the Peugeot 508 RXH, a more precise release date is not yet possible, even though the car is currently being rolled out across colder Euro-

pean countries right now.

"We'd love to have the 508 RXH by the end of the year," said Peugeot Australia public relations manager Jaedene Hudson.

"The car is currently undergoing heat and dust testing in Europe. Once it has completed homologation testing we can make our plans for bringing it to Australia.

"South America, Asia, Africa and Southern Europe are also waiting on the same thing. "While this is a process that we have no timeframe for, we are really hoping that we might

be able to get it by the end of the year.

"It is already on sale in the United Kingdom, so there are no issues about right-hand drive."

Developed in part to take advantage of corporate car tax advantages in some markets such as the UK, the 508 RXH is Peugeot's tilt at the low-emissions end of the medium wagon segment against the Volkswagen Passat Bluemotion and Ford Mondeo Econetic.

While fleets will account for more than 90 per cent of UK sales, in Australia the 508

RXH will be pitched at private buyers against similarly priced wagons such as the Volvo V70, Mercedes-Benz C-Class Estate and Audi A4 Avant.

It will undercut the thematically similar Volvo XC70 and Audi A6 Allroad crossovers, and Peugeot hopes it might even appeal



to customers of the Lexus RX, Volkswagen Touareg, Audi Q5 and BMW X3 SUVs.

Outwardly, the hybrid is pure 508 wagon save for a slightly wider stance, higher ride height, extra plastic body cladding, unique bumper treatments, a separate 'floating' grille (as also seen on the upcoming 208 light car), a brace of LED fog lights up front (surely a world first) and specially styled 18-inch alloy wheels.

It may be a first for a large Peugeot wagon, but visually the newcomer owes much to the Subaru Outback, Volvo XC/Cross Country and Audi Allroad series.

Underneath, however, the French have been much bolder. Dubbed 'HYbrid4', the drivetrain consists of a 120kW/300Nm 2.0-litre direct-injection common-rail four-cylinder turbo-diesel engine driving the front wheels via a six-speed clutchless manual gearbox, combined with a 27kW/200Nm electric motor mounted on the rear axle.

The part-time AWD system can apportion up to 40 per cent of drive to the rear wheels.

Compared to the 2.2-litre diesel-powered 508 GT Touring, CO2 emissions are slashed by 43 grams per kilometre to 107g/km, while the combined fuel consumption figure is 4.2 litres per 100km. Peugeot says these results underline the fact that a diesel

hybrid emits some 35 per cent less CO2 than an equivalent petrol hybrid.

With a push-button starter, a complicated gear lever (there is no P for Park) and your foot on the brake, getting going requires some tuition, but then progress at low speed is smooth thanks to the electric motors whirring the rear wheels along.

However, while the 508 RXH's noisy re-



generative braking system continuously recharges the battery pack that lives under the rear floor (eliminating the spare wheel), the Peugeot can only run on pure electric power for about four kilometres – if you are feather-footed. More often than not the diesel motor chimes in earlier than expected and those CO2s start spilling out.

The hybrid system adds more than 200kg to the car, bringing the kerb weight up to 1910kg, though weight distribution improves

from 37 per cent to 44 per cent over the rear wheels compared to the regular 508 wagon.

Acceleration is fine, but if a sudden surge is desired, patience is needed as the gearbox spends an eternity gathering its thoughts while the electric-assisted turbo-diesel spools up into the torque sweet spot.

Even after that – and this betrays the sheer mass of the RXH – a concerted prod of the pedal is required to keep things on the boil, accompanied by the not-very-smooth din of the diesel engine up front.

When crawling in heavy traffic the 508 RXH comes into its own in pure electric mode, though it just doesn't last long, and on the open road a heady stream of torque keeps the Peugeot cruising nicely.

There is just no getting away from the fact that this is a heavy car around the bends, though it will zip through your chosen cornering line with a flat, secure and confident attitude.

Light but numb steering means there is precious little feedback, with the steering wheel only weighing up enough to give an approximate sensation of feeling when freeway speeds are reached.

The brakes are effective but feel oddly unnatural and even at times snatchy in their application – a common issue with regenerative braking systems.

And the ride on the pretty 18-inch alloys is busy when surfaces are less than smooth. Must we remind Peugeot that once upon a time it used to make large cars with a magic carpet ride quality?

Despite the interesting technical specifications, driving enthusiasts need to look elsewhere.

However, the RXH has a handsome exterior styling coupled with a well-screwed-together interior presentation.

The basic dashboard architecture is regular 508 save for some garish bronze metallic-like painted trim, but the dials are tidy, clear and classy, we enjoyed the bolstered suppleness of the front seats, and there is no shortage of space.

Furthermore, the RXH represents intriguing value for money. In European specification it includes keyless entry and start, Xenon headlights, an electrically operated tailgate, front and rear parking radar, and a nicely integrated GPS/audio/Bluetooth phone system. As long as the price is right and peoples' driving expectations are not too high, we can see real merit in the 508 RXH in Australia, but the real test will come on our local roads.

Just don't expect to be electrified by the experience.

GoAuto.com.au

208-based SUV previewed by Peugeot Urban Crossover Concept in Beijing

27 April 2012

By BYRON MATHIOUDAKIS in Portugal

PEUGEOT is expected to release a Nissan Juke competitor over the next 18 months as a replacement for the slow-selling 207 SW station wagon.

Likely to be called the 2008, it was previewed in no uncertain terms at the Beijing motor show last week as the UCC Urban Crossover Concept.

Understood to be derived from the P1 super-mini platform that also underpins the recently unveiled 208 as well as Citroen's C3 and DS3, the UCC foretells just one of a series of upcom-

ing models to be spun off Peugeot's important new hatch range – although what they will all be is still a tightly held secret.

Whether all end up heading to Australia is too soon to tell, but Peugeot Australia public relations manager Jaedene Hudson said her company was keen for another crossover model to join the Mitsubishi ASX derived 4008 compact SUV, which is being launched in June.

"Nothing has been decided yet," he told GoAuto in England. "But if Peugeot does end up putting the UCC in production, we will most certainly put our hand up for it."

The UCC heralds a fresh direction for the French company as it strives desperately



to “gain legitimacy” in the world of SUVs with help from the 4008 – which usurps the now-defunct (and Mitsubishi Outlander-based) 4007 released three years ago. That car, by the way, will not be replaced.

However, the Beijing concept is pure Peugeot and the second such vehicle it has displayed in recent times. Created after the 208 was locked in, and intended to highlight Peugeot’s fresh design direction as much as its desire to produce a smaller crossover, the UCC’s direct forbearer – the HR1 Concept – surfaced at the last Paris motor show in 2010.

That was powered by Peugeot’s HYbrid4 system similar to that seen in the 508 RXH, combining an 81kW/195Nm 1.2-litre three-cylinder turbo-charged petrol engine with a rear-mounted 27kW electric motor to slash emissions, provide short-range pure electric drive and part-time all-wheel drive capability.

While Peugeot’s global press and external relations manager Marc Bocque refused to confirm the UCC’s production intent as the 2008, he made it clear to GoAuto at the launch of the Mitsubishi ASX-based 4008 in Portugal that his firm had greater ambitions in the SUV segment.

“Watch what we are going to do,” he said. “There will be other interesting devel-



opments of the 208.” A true sub-compact SUV, the UCC easily slips within the footprint of the 4008 at 4140mm long and 1740mm wide – with the latter figure being only slightly more than the 208.

It was created with heavy input from all three Peugeot design studios, in Paris, San Paolo and Shanghai, revealing the proposed 2008’s international appeal.

Although still a rarity in Australia except for the conceptually similar Suzuki SX4, the sub-compact SUV class has been massive in Latin American markets such as Brazil for years, and is earmarked as one of the global growth segments to watch over the next few years.

Alongside the aforementioned Nissan crossover, Ford has the EcoSport that debuted in production guise at Beijing after being revealed as a concept at January’s Delhi motor, while Opel has the Mokka and Renault is rumoured to be preparing its own version of the Juke.

Whether the UCC has sidelined any future 208 wagon to replace the 207 SW (which succeeded the 206 SW, but there was no 205 wagon before that except in concept car form) is unknown.

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PAC Minutes of General Meeting 8.00pm 24 April 2012 Weston Club Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Birch	
Ian Brock	
Bill McNamee	
Neil Sperring	

Apologies

John Bower, Glen Bryden, Ian Brock
John Geremin, Colin Handley, Allan Lance

Introduction

1. The meeting opened at 8:20pm, following dinner in the Weston Club bistro.

Previous meeting

2. The minutes of the 27 Mar 12 meeting were read and accepted as amended with the deletion of Neil Sperring's name from Paragraph 7. Prop. Brad, 2nd Neil Birch.

Financial position

3. The Treasurers Report was presented by Neil Sperring in Glen's absence. Cash at Bank is \$10827.66.

Inwards correspondence

4. The following correspondence was received:

- Weston Club letter of request for meeting room for the new FY.
- Email correspondence on the state of the PAC Web site
- Advice of Show and Shine 20 May 12 for pre 1980's Holdens

Outward correspondence

5. Thank you letter to Rick Phillips for his contribution to the PAC.

Council of ACT Motor Clubs

6. Neil Sperring presented the Delegate's Report of the 19 Apr 12 CACTMC General meeting. The main points were:

- Feedback on Wheels was mostly positive with discussion on the future use of that venue in view of the NCA's inability to provide timely information on the availability of the Parliamentary lawns.
- CACTMC Committee requested maximum participation in National Motoring Heritage Day on 20 May 12. To make a statement about the widespread interest in Motor vehicles in the ACT.
- There has been unilateral action taken by the ACT Government in stopping all negotiations on the Special Interest Vehicle Scheme (SIVS) without consultation. This action was taken in response to a Club corresponding directly to the Minister without going through the CACTMC.

- CACTMC is responding to this action.
 - Centenary Motoring Events 2013 – JB to Canberra run.
 - National Museum is not allowing their exhibits to be used in the Centenary Motoring Celebrations.
 - Pie Cart to be housed in the Fire Museum.
 - Marques in the Park – tba.
- The next CACTMC meeting will be held on 17 May 12.

General business

7. Brad mentioned the next French Car event is the 'Battle of Waterloo' on 17 Jun 12 – Location 'The Rond' (tbc). The PAC BBQ has been requested by the other clubs and will be provided for the event.

8. Bastille Day Celebration: Following discussion on this matter, the members decided that it will be lunch in the French restaurant in Bungendore on 22 July 12 and that other French car clubs will be invited.

9. Brad raised the subject of PAC Business Cards and Brochure to be amended to reflect the new meeting venue and have a glossy finish. Brad will authorise payment from club funds.

Action: Neil Sperring.

Close

9. The Meeting closed at 8:54 pm. The next meeting will be held on 22 May 12.