

ROAR

Magazine of the Peugeot Association of Canberra



**Don't forget the PAC AGM This Tuesday 23 October 2012 -
Weston Club 1 Liardet Street Weston**

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ON THE COVER

The presidential limousine fraternising with relatives at the Melrose Peugeot showroom on a recent visit. Photo. Brad Pillans.

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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,

This month's club meeting is our Annual General Meeting, to be held at the Weston Club on Tuesday 23 October at 8pm, with dinner and drinks, as usual, from 7pm. The AGM is an important event on the club calendar – we will review the past year, elect the new committee members and discuss activities for the coming year – so please come along and have your say.

Melrose Peugeot had a launch of the 208 in their showroom on 11 October. I had been contemplating going to see the 208 at the Sydney Motor Show but decided that a local showing was more cost- and time-effective. It's much better than the 207 in all visual respects (looks, finish and accoutrements), but I haven't driven it yet, so can't comment on ride, handling, performance etc.



However, the 208 is not a car that I will be buying – it's a bit on the small side for a tall bloke like me. When I adjusted the drivers' seat for comfort, I found myself looking straight at the door pillar when I turned to look out the window.

In last month's column, I wrote about being delayed by floods on the Bruce Highway, north of Rockhampton, in 1978, as I drove north to Townsville in my 404 and that I had spent a few days, trapped by floodwaters, in Maryborough.

However, as Kay and Richard Marken, from the Peugeot Car Club of Queensland, were quick to point out, Maryborough is south of Rockhampton and the place I was stranded in, north of Rocky, would have been the small town of Marlborough. Quite right, too. (Oops! Editor's mistake, not Brad's.)

After I left Marlborough the highway was still not open all the way to Townsville. I slept in my car the next night at the Connors River, where the water was still way over a low bridge, and then drove through the next morning when the floodwaters had dropped to a safe level – still over the bridge but below door level on my 404.

One idiot tried to cross on a motorbike, not long before me, and was swept off the bridge – he swam ashore, but the bike disappeared downstream. The night

before, one enterprising truckie had been selling slabs of beer from his refrigerated truck while we waited.

From the Connors River I drove straight through to Townsville. With floodwater and debris still across the highway in places, I managed to hole my fuel tank. A bikie, following me, noticed it before I did and ranged up beside me, motioning to pull over.

The fuel was 'pissing out' and there was no way to repair it, so we agreed that I should keep going (Townsville was still 30km away) and that he would follow and give me a ride into town if the fuel ran out – it didn't and I found a servo still open on a late Sunday arvo.

The attendant sold me some filler and we repaired the hole nicely. Then he turned to me and said, "I see from your number plate that you're from Canberra. You're also a tall bloke – do you play Aussie rules?" I said I did, and his reply was, "Right, see you at footy training on Tuesday night." And so I became a star recruit for the worst team in town!!

To finish, a quick reminder about French Car Day which will be held on Saturday 3 November from 2.30pm to 7pm at Telopea Park School, in conjunction with the school fete. As in previous years, there will be trophies, donated by Shannons, for best Peugeot, best Renault, best Citroën and best French car. All club members are encouraged to attend this popular event.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

505 GTi

505 GTi, 1988. Maroon. Manual. Good tyres, including two almost new. Runs well. Long service history with club mechanic. \$700 without rego, or negotiable with rego until May 2013. Contact Jens on 0450 284384.

504 Sedan

504 sedan (see photos to right), 1976 manual, 'Trak Yellow', in running condition, straight body, garaged, not registered. Bought by Ian Hughes in 1997. Purchased from Ian in 2007. Original motor; odometer only 113,000 km. It has been maintained by Bill McNamee – full records. Extras: tow bar, Rola sport rack, good sound system. \$1,000 ono. Email <ewan.maidment@anu.edu.au> or Ph. 6297 0120 (home); 0459 624886 (mob)



CLUB EVENTS 2012

23 October

****ANNUAL GENERAL MEETING****. The Weston Club at 1 Liardet St, Weston. Dinner at 7pm with the meeting starting at 8pm.

27 October

Marulan Track Day. Details, contact Helen (helenandneale1@optus-net.com.au or 0413 594 792

28 October

French Car Drives - Captains Flat- Sunday brunch at Outsider Café. Email reno1338@hotmail.com with your bookings.

3 November

Canberra French Car Day. 2.30pm to 7pm at Telopea Park School, in conjunction with the school's fete. Location is New South Wales Crescent, Barton, ACT and the entrance will be clearly sign posted from Telopea Park. See story.

18 November

Marques in the Park. John Knight Park, Belconnen. See story.

2 December

Christmas BBQ, Lake Ginninderra. Email reno1338@hotmail.com with your bookings

Canberra French Car Day on again

The Canberra French Car Day will be held on Saturday 3 November 2012 from 2.30pm to 7pm at Telopea Park School. It is being held in conjunction with the school's fete.

The school is located at New South Wales Crescent, Barton, ACT and the entrance will be clearly sign posted from Telopea Park.

Trophies donated by Shannons will be awarded by popular vote to the best Renault, best Peugeot, best Citroën and best French car on the day.

The fete is a big affair with plenty of drinks and delicious food availa-

ble along with other activities such as rides for the kids and a giant raffle with a trip to Paris for two plus spending money usually the first prize. Many other raffle prizes will be available.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra

Redex Rerun 2013

The 2013 60th Anniversary Redex Rerun will start in Maitland on the 12th of May and take four weeks to travel to Townsville, Darwin, Alice Springs, then back through SA and Vic to Canberra before finishing in Sydney.

The event will be run as a tour of the original route, modified in order to maximise interest for the entrants. There will be some low key competition in the form of Motorkhanas, Economy Runs etc. but these will be standalone events and there will be no scoring for the overall event, the plan being for a relaxed time for all involved.

The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

We are concentrating on visiting the smaller towns this time, an easier time for the cars and drivers being out of the traffic and we will get plenty of interest and assistance from the smaller rural communities.

There will be chances every now and again to venture into the more remote areas for those who are keen, but the basic route will be on bitumen the whole way.

Enquiries should be directed to Graham Wallis 0429 939619 or ewal7731@bigpond.net.au

10TH ANNUAL



Share the Passion

MARQUES IN THE PARK

18 NOVEMBER 2012

**JOHN KNIGHT PARK
BELCONNEN**



Contact: Bruce Perry -
Ph: 02 6254 5059
Mob: 0408 652 107
marques@actmotorclubs.org.au

**MOTORING ENTHUSIASTS
PICNIC DAY**



Facebook: www.facebook.com/MarquesInThePark

Display will include a
show and shine for the
the A9X Nationals



Marulan Track Day - October 2012

Be ready to don your helmets. Our fourth annual family track day at the Marulan Driver Training Centre is coming up on Saturday, 27 October.

It's a great day for everyone from 15-year-olds up and you're all invited – to drive or to make it a social day by watching the action; you can bring lunch or dine at the café. The start is about 8.15 am for check-in, documentation and registration, and to hire helmets if required at \$20 with a \$50 deposit. Drivers can nominate or be guided to the grouping that best suits their experience and comfort level:

- 1: Juniors - 15 Yr Olds & Up But without a Full Road Licence (We do encourage this).
- 2: Beginners - No experience on track
- 3: Intermediate 1 - Little experience on track
- 4: Intermediate 2 - Some track experience and training
- 5: Female - Restricted to women if sufficient entries (Come on girls/ ladies - we want you)
- 6: Advanced - Club competition level and above

After a short briefing there is a familiarisation walk around the 1.1km track to point out recommended driving lines and suggest gear selections for the corners. Groups then begin in turn their 12-minute, 10-laps runs with several cycles each until the 4 pm finish.

Another driver can use a car as long as the additional driver is in a different group. Marulan will provide instructors for in-car training and the four participating clubs will each have at least one experienced track driver available for guidance where requested. It costs \$110 per driver plus \$30 for a Marulan day licence good for 12 months unless you already have one or a CAMS licence. Juniors pay \$110 each plus \$20 for the Marulan licence.

Both Licences are paid at Marulan. For \$50 non-drivers can book to ride as a passenger with instructors or experienced track drivers.

This year we require full payment on booking. The cut-off date is 1 October, when places will be open to non club members and it will be first in, best dressed.

We already have quite a few entries already!!! The centre is user friendly, has a lovely trackside café with indoor and outdoor areas, good toilet facilities and accessible up-close spectating positions. The entry form, payments and other details, including car and dress requirements, are on the club website. www.peugeotclub.asn.au, click on Events, scroll down to December. You'll find a PDF Form. Entries can be sent to sporting@peugeot.asn.au.

Or of course can be posted.

NB : Dress requirements : Cotton long sleeve tops and jeans are fine. Joggers : As long as flat soled for driving comfort and safety.

Please visit www.mdtc.com.au for map directions and useful information.

If you don't want to drive in the (wee) hrs of the morning you have two choices of nearby accommodation to choose from, they are:

Bundanoon Hotel : (02) 4883 6005 or visit www.bundanoon.com.au

Ali's Motel (new place) : (02) 4841 1330 Visit : www.alismotel.com.au

Any questions or enquiries can be directed to Helen (Peugeot), helenandneale1@optusnet.com.au or 0413 594 792;

Peter Lubrano (HRSCA), fax 9974 2123 or 0405 991 336;

Richard Cardew (HRSCA), rcardew@primus.com.au or 0405 459 546.

Andrew Collier (Renault), acol4179@bigpond.net.au or) 0414 287 790.

Look forward to hearing from you ALL !!!

VALE NICK ILIC

Nick Ilic, the first president of the Peugeot Association of Canberra, has died after a lengthy battle with cancer.

Nick, who turned 60 in January this year, was one of the driving forces behind the formation of the association in 1979, and had a continuing involvement with the club over the years.

The club extends its condolences to his widow, Ingrid, and sons Chris and Ben.

A fuller obituary will appear in the next edition of Roar.

Peugeot 2008 concept unveiled in Paris

If you remember the Urban Crossover concept then you might want to know that this 2008 concept is a follow-up of that car shown earlier this year during Auto China in Beijing.

It previews an upcoming Nissan Juke competitor, and this week it made its debut at the Paris Motor Show.

It can be described as a compact soft roadster that borrows several styling cues from the 208, such as the raked windscreen and the front end.

Under that hood is a turbocharged, 3-cylinder 1.2-litre engine that generates 108 hp (81 kW) which promises to provide “low fuel consumption and CO2 emissions”.

The production version is expected to come out sometime next year and as you would expect it will be based on the 208. The 2008 will be sold internationally and it will be built in France, Brazil and China.

Source: Peugeot





Peugeot 301 officially revealed in Paris

Peter Wilson

Peugeot has implemented its new naming strategy for future models with the launch of the 301 compact four-door sedan in Paris.

It will be sold worldwide (excluding UK) and will be built at the company's Vigo factory located in Spain. Turkey will be the first country to get the car starting on 1 November, followed by countries in Central and Eastern Europe, Russia, the Middle East, Latin America and Africa.

With a wheelbase of 2,650mm, the Peugeot 301 is 4,440mm long and offers a class-leading 506 litres of storage capacity. It will be offered with a long list of safety equipment that includes ABS, ESP, an emergency brake-assist system and four airbags.

The French automaker has mentioned that this model has gone through extensive testing so that it can survive better on the broken roads of emerging countries where it will be sold.

It will be offered with the 3-cylinder, 1.2-litre VTi petrol engine that made its debut on the 208, an engine that pumps out 70hp (52kW) and can be connected to a manual or an automatic transmission.

There are also two 1.6-litre engines available, a 1.6-litre HDi with 91 hp (68 kW) mated exclusively to a manual, and a more potent 1.6 VTi gasoline unit with 114 hp (85 kW) that can get either a manual or an automatic gearbox.

We are dealing with what will be a cheap

car but even so the Peugeot 301 will provide support for MP3, USB and Bluetooth, as well as hands-free, automatic AC, rear parking assistance and automatic boot opening.

No word about the price tag for now.

Source: Peugeot



Heat and cost give Peugeot diesel hybrids the chop for Oz, but EV van on agenda

Mike Costello

Peugeot has officially shelved plans to develop its ground-breaking Hybrid4 diesel-electric 3008 and 508 crossover wagon models for hot climates such as Australia.

It emerged in June that the project had been placed on the Peugeot backburner as various heat issues were being sorted, but the company has now informed the Australian division that it has halted development.

At the same time, the company is in the middle of deciding whether to release the pure electric Partner van revealed globally last week on to the Australian market as a rival for the Renault Kangoo ZE and Nissan e-NV200 – both of which are under consideration for the local market.

With regard to diesel hybrids, Peugeot Australia director Bill Gillespie told journalists at the 208 launch that the carmaker had opted to focus its development budget on a raft of more mainstream models due to ap-

pear globally by the end of 2013.

“It’s a decision coming out of Europe,” he said. “They have got to invest research and development money and there are a whole lot of models coming between now and the end of next year, and there is only so much engineering investment you can make.”

These new global models include the 208 GTi hot hatch, 2008 compact crossover and the crucial all-new 308 small car, with the latter emerging at next year’s Geneva show in March.

The decision comes against the background of a sales dip in the stagnant European market of 15 per cent for the first half of 2012,



causing a half-year loss of €819 million.

And while Peugeot Australia remained keen on both Hybrid4 variants as recently as last month, its parent company’s continued issues surrounding the heat appear to have prompted a

cooling in its position on the pair.

Mr Gillespie said low-volume hybrid models were not sufficient to simply turn a company ‘green’, and that Peugeot Australia’s petrol and diesel range was already more efficient than most.

“Our overall model range, we run an average of around 160 grams (of CO2 per kilometre) versus everyone else, so we as a range are a lot better (than many),” he said.

“If you want to be brutally honest, there are many car companies that bring hybrids in but they still bring a lot of V8s and all sorts of other cars.

“I’m not going to mention names but when you look at our range they’re all pretty green, on global standards they’re second or third best in Europe.

“Bringing one hybrid to Australia – does that suddenly make you a green car company? Probably not.”

Both Hybrid4 models are powered by the same innovative diesel-electric powertrain – billed as a production world-first – which pairs a 120kW/300Nm 2.0-litre direct-injection common-rail four-cylinder driving the front wheels via a six-speed clutchless manual gearbox with a 27kW/200Nm electric motor mounted on the rear axle.

Claimed fuel consumption for the 3008 Hybrid4 version is just 3.8 litres per

100km, while the larger 508 RXH manages 4.2L/100km.

Meanwhile, the Partner Electrique van is set to go on sale in Europe in the second quarter of 2013, and is powered by a 49kW/200Nm electric motor hooked up to a 22.5kWh lithium-ion battery.

It is said to have a range of 170km and can be charged in six to nine hours from a household socket or as little as 30 minutes for an 80 per cent “fill” on a 125-amp fast charger.

Mr Gillespie said that if the EV van was available the company would be a strong chance to bring it here.

However, he said a broad range of considerations needed to be sorted before that happened, including its feasibility in hot weather, the adequacy of its battery range and the present state of EV charging infrastructure in Australia.

“It’s got to form part of a strategy,” he said. “You can’t just have a whole range of cars and say ‘let’s just bring an electric van’. With Renault or Nissan, they’ve got a (wider) electric strategy that they’re going with,” he said.

“You need infrastructure to support it and I don’t whether we are ready to go on that, so we just need to look at it.”

Through GoAuto

New Peugeot Brand MD takes over

Maxime Picat has taken over as Managing Director for the Peugeot Brand. He replaced Vincent Rambaud on 1 October 2012.

Maxime Picat has been Managing Director of DongFeng Peugeot Citroën Automobiles (DPCA) since January 2011, having previously held the post of deputy Managing Director between August 2008 and January 2011.

Under his management, modern model ranges adapted to the requirements of the Chinese market have been designed and launched for the Peugeot and Citroën brands in China.

In parallel by overseeing the acceleration of the rate of industrial installation, Maxime Picat has helped develop the success of the joint venture with DongFeng both industrially and commercially.

Between 2008 and 2011, DPCA’s sales have more than doubled. Maxime Picat, 38, civil engineering graduate from the École des Mines Paris, joined the Group in 1998. He has a broad industrial experience; after various jobs in manufacturing in Mulhouse, he became manufacturing manager at the Group’s Sochaux plant before being appointed as managing Director for the manufacturing facility

of Wuhan in November 2007.

Vincent Rambaud has chosen to leave the Group for personal reasons to give a new orientation to his career. He has brought the Group his expertise and experience for the last ten years. He has successively held the roles of Managing Director at Panhard & Levassor then Gefco.

In 2007 he was appointed Director Latin America for PSA Peugeot Citroën then in April 2010 he became Managing Director for the Peugeot Brand.



Maxime Picat

Will France Help with Peugeot rescue?

By David Pearson, Noemie Bisserbe and William Horobin

The French government signaled on Wednesday that it is ready to rescue the in-house finance arm of PSA Peugeot Citroën SA, the latest alarm bell for the French auto maker, which is bleeding red ink as the collapse in demand for new cars in Europe undermines its finances.

French Finance Minister Pierre Moscovici said the government is looking for help from French banks, and considering direct state assistance to bolster the finances of Peugeot's in-house banking arm.

"We are looking for solutions that will allow the bank to be able to find the necessary financing with support from the French banking sector...and with some support from the state that remains to be determined," said Mr. Moscovici. He declined to elaborate further.

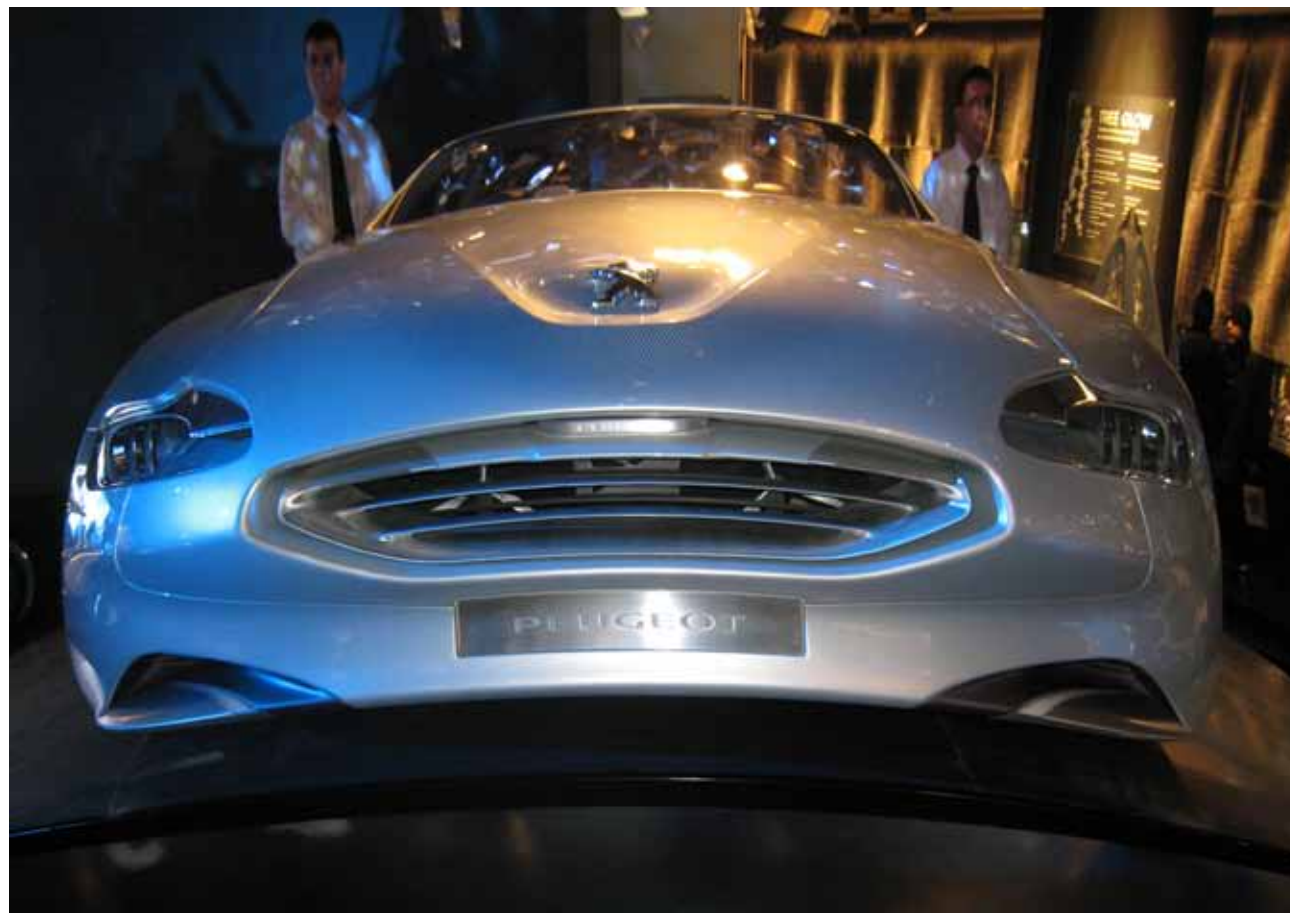
France is rallying support from creditor banks for Peugeot's banking unit, which risks being contaminated by credit-rating downgrades of its parent company, according to a person with direct knowledge of the matter. This person said the government and the car maker's creditors are fleshing

out a deal that would allow Banque PSA Finance to reschedule some €4 billion (\$5.2 billion) of existing debt, and receive fresh financing totaling €1.5 billion.

For its part, the government is considering providing its guarantee for up to €4 billion, which could apply to a mix of the restructured debt and the new financing for Peugeot's in-house bank,

this person said, adding that the different parties were yet to reach a final agreement.

Through The Wall Street Journal



No longer a happy face

Updated RCZ coupé to headline Peugeot's Sydney motor show stand

Mike Costello

Peugeot Australia will fly in an example of the facelifted RCZ coupe – hot from its debut in Paris last month – to headline its stand at this year's Australian International Motor Show.

The updated version of its slinky coupe will be the only member of a clutch of Peugeots premiered in Paris to make the long journey to Sydney, leaving the 208 GTi, Onyx supercar and 2008 crossover in Europe.

Joining the tweaked RCZ on the stand will be the regular 208 range, launched last month but officially going on sale this weekend, plus other Peugeot models including the 4008, 508, 308 and 3008.

Peugeot Australia PR and promotions manager Jaedene Hudson told GoAuto the company was unable to secure the hot 208 GTi here before the production version hits local showrooms around May next year.

The 2008 crossover appeared in almost production-ready guise in Paris, but will not launch here until the end of 2013, while the jaw-dropping diesel-electric Onyx supercar (see photo Page 12 and story

Page 18) – regarded by many as the star of the Paris show – is strictly a concept at this stage. Ms Hudson told us not to expect an announcement at the show regarding Peugeot importer Sime Darby's expected move to acquire the Australian franchise for fellow PSA brand Citroën.

Current Citroën importer Ateco Automotive told us in July it would hand over the reins to an independent distributor early next year, and in September announced it had attained the SsangYong rights for Australia from Sime Darby.

The revised RCZ gets Peugeot's slimmer new corporate grille design, sleeker headlights and more premium cabin surfaces, but unchanged 115kW/240Nm and 147kW/275Nm 1.6 litre turbo-petrol engines (the higher output is with a manual gearbox, the lower with an EGC automatic).

The 120kW/240Nm 2.0-litre diesel version currently sold here is no certainty to be retained, however, since it makes up a tiny proportion of the RCZ's already tiny sales in Australia (averaging only 15 per month this year).

Also set for Australian sale is a hardcore 194kW RCZ R, which is likely to be offered on a special order basis from the end of next year, but it will not be at the Sydney show.

The classy new 208 range set for AIMS was launched late last month, priced from \$18,490 plus on-roads for the base three-cylinder five-door and climbing to \$26,490 for the flagship Allure three-door turbo hatch.

The hot GTi will arrive next year powered by a 147kW/275Nm 1.6 litre turbo engine – also used in the RCZ plus a range of BMW Minis – as a chic rival for the Volkswagen Polo GTI, while a luxurious Citroën DS-style 208 XY may also be launched at the same time.

Through GoAuto



Peugeot reveals details of V8 diesel-electric Onyx concept

Haitham Razugui

Peugeot has revealed the Onyx supercar concept it teased earlier this week will pack a mid-mounted 3.7-litre V8 diesel engine sending 447kW to the rear wheels, while an electric motor sends a further 60kW to the front axle to provide all-wheel drive.

Drawing from Peugeot's motorsport experience and weighing just 1,100kg, the carbon-fibre and copper-panelled Onyx has the ingredients to deliver exceptional performance and handling while returning low fuel consumption.

Being diesel, the Onyx is potentially more efficient than Porsche's hybrid 918 supercar, which consumes about 3.0 litres of fuel per 100 kilometres from its hybrid petrol-electric powertrain.

The Porsche has a petrol V8 and two electric motors that produce a combined 574kW and blast the 918 from zero to 100km/h in less than three seconds.

The exterior panels of the Onyx are made from a combination of mirror-polished copper and carbon-fibre painted matte black.

The roof and windows are fashioned from lightweight transparent thermoplastic called polymethyl methacrylate (PMMA). Peugeot has referenced the RCZ coupe's double-bubble roof design and one-piece aluminium roof arches with the Onyx, which rides on 20-inch alloy wheels, behind which are carbon disc brakes and double-wishbone suspension with race-style inboard springs and dampers.

materials, the Onyx uses recycled newspaper in the dashboard construction and wool-based felt interior trim.

The carbon-fibre cockpit 'tub' is shaped to incorporate the seats, centre console, floor and roof into a single, flowing form and the compressed, stretched felt forms a seamless coating.

Peugeot says the felt combines sound-



The brakes are assisted by a movable rear wing that "loads the rear axle during braking" like the air brakes of the Bugatti Veyron and McLaren 12C.

For all the high-tech exterior construction

proofing, thermal insulation and dehumidifying qualities and is underlaid with foam for contact points such as the integrated seats that have air vents.

The exposed 'newspaper wood' surfaces

of the dashboard have a finish resembling a combination of woodgrain and marble that on closer inspection reveals traces of original print from the compressed and moulded newspapers that went into it.

Atop the centre console is a large piece of crystal glass with etched outer markings that represent the fuel gauge, while an inner chamber contains fragrance for the air freshening system that releases the “essence of the materials used” into the cabin.

On each side of the glass centrepiece are machined aluminium ventilation control pods that also function as hand grips.

Facing the driver is a digital instrument display and a rectangular, felt-rimmed carbon-fibre steering wheel housing a small display screen plus indicator, light and audio controls, while the ceiling has a bank of tog-

gle switches and a set of displays with images from the rear-vision cameras.

Peugeot interior designer Julien Cueff said the Onyx interior was inspired by an egg box.

“With a remarkable economy of material, it is perfectly designed through ergonomics and structure to protect its fragile contents. We adapted the concept into an intuitive space with minimum componentry, but where every function fit perfectly to the hand.”

The Onyx took pride of place on Peugeot’s Paris motor show stand on September 27, flanked by a high-performance three-wheeled hybrid Onyx Scooter concept and an aerodynamically-designed carbon-fibre time trial



bicycle, the Onyx Concept Bike.

Both share the Onyx supercar’s matte black and copper colour scheme.

Combining a 400cc petrol engine with an electric motor to produce 45kW and 58Nm, the Onyx Scooter can zip to 150km/h and its regenerative braking system charges the Li-ion batteries, which provide an electric-only range of 30km at speeds of up to 50km/h/

Claimed fuel consumption is 2.0 litres per 100 kilometres, resulting in a total range of 500 kilometres.

The Onyx Scooter offers motorcycle-like Sport and scooter-like Urban riding positions that Peugeot says make it suitable for both long country rides and round-town journeys.

Through GoAuto

When the Peugeot boat had wheels

Roland Patris

Peugeot was once a boat-builder.

At the beginning of the 20th century, the company, like many other manufacturers, converted car engines for powering motor boats.

As early as 1904, Peugeot distinguished itself in a race in Monaco by winning the 6.5- to 8-metre Class. Peugeot engines were also adapted for river and canal

use in launches, and for coastal use in fishing boats and pleasure cruisers.

In 1925, La Société Peugeot Maritime was founded at Levallois on the initiative of Lucien Rosengart, then managing director of Peugeot, "to build cars that went into the water". Series production began with 5.5- and 7.5-metre boats with 5hp or 12hp engines, and 10hp or 18hp engines respectively. The hulls were made of mahogany or okoumé and a variety of designs and fittings were offered for sporting or family use and tourist transport.

In 1926, at the first Boat Show, Peugeot presented a combined 8-metre launch with a cabin containing two beds, a galley and toilet. At the 1927 show, Peugeot Maritime offered a Technical and Tourist Guide to Coastal and Canal Navigation.

By 1928, there was a launch delivered with a 25hp/40hp petrol engine or a 30hp/45hp diesel engine built in Lille under licence from Junkers.

The range was further enriched with Indian canoes and removable motors. In 1929, Peugeot was still expanding its range, but by 1930, all boating activities had ceased. The company's investment was concentrated entirely on car production, which underwent an important change of direction with the launch of the 201.

In 1926, Peugeot Mari-

time created a publicity vehicle as part of its promotional campaign. The vehicle toured through France and Spain, visiting all the Peugeot agents. Contrary to what you might think from the photos, it was not, in fact, an amphibious vehicle, but wooden coachwork in the form of a boat on a car chassis (believed to be a Type 177 or 181).



This very original advertisement aroused the curiosity of model collecting enthusiasts at CAMP (Club Autos Miniatures Peugeot), who realised its historical importance and decided to produce a 1/43rd scale model for members. It is the work of CAMP member José Borja, who has created a number of other scale models of historic Peugeots.

Article and photos by Roland Patris, president of CAMP, from L'Aventure Peugeot Bulletin – through The Pugilist.



307 rear hatch lock

Mark Besley

This month, I am writing about a problem with the rear hatch lock on a 2002 307 XSE owned by PCCV member Jan Fly.

I would like to thank Jan for showing me the problem and documenting her experience in getting it fixed. Jan's problem was that the rear hatch would not lock or stay closed, meaning that it was bouncing open on every bump as she drove along the road, and also meaning that the car doors could be closed but not locked.

Firstly, a little insight into the way that the locking systems work on a 307 and other recent Peugeots. Unlike earlier models where unlocking the tailgate or boot was a mechanical action involving pushing a but-

ton or similar, later model Peugeots accomplish this task electronically.

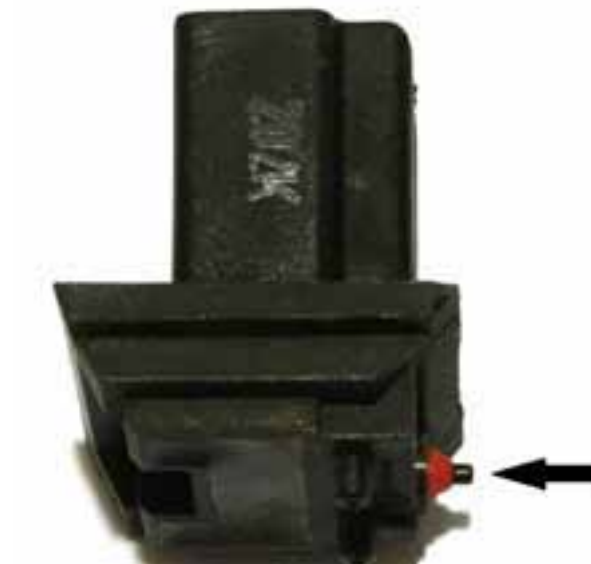
When you reach under the exterior handle to unlock the tailgate, you press on a plastic bar which presses on a small microswitch which then actuates the mechanism and releases the tailgate.

There are only a couple of millimetres of movement and people unfamiliar with these vehicles sometimes find the action a little disconcerting initially. However you soon get used to it and tend not to think about it until something like this goes wrong.

We should also speculate why Peugeot went to such a system. Although there is the added complexity of a switch and an electrically operated lock, there are benefits in a simplified central locking system.

When the car is locked, power is simply disconnected from the tailgate, so pushing the switch from the outside does nothing and the tailgate stays closed. This makes it easy to implement the central locking system.

Note that late model Peugeots have no interior locking buttons on the doors and no key slot on the hatch/tailgate. Also the central locking system detects whether any door or the tailgate is open and the car



Microswitch from a 307 Tailgate Release. The arrow indicates the tiny button that is depressed when you press the release from the outside. To get an idea of size, the whole part pictured is about 30mm long.



Tailgate release on a 307 Touring.

cannot be locked in this situation.

Of course this compounded Jan's difficulties as her car could not be locked while the system detected that the rear hatch was not closed. We had a look at the fault at a General Meeting a few months ago and determined that the problem lay in the tailgate lock mechanism.

Following this, Jan attempted to procure a replacement part from a wrecker. However the wreckers would only sell the entire mechanism at an asking price around \$600.

Jan's further investigations revealed that the switch could be purchased separately as a Peugeot spare part which fortunately meant that she didn't have to buy the whole lock mechanism.

Further to this, Jan was advised by



This is the part you need to fix the problem on a 307.

Peugeot that this is a "common item requiring replacement in older models". As we are aware, Peugeot's definition of an "older model" is something around ten years of age.

This is in marked contrast to the views of many of us in the PCCV who regard 203s and 403s as "older models", 404s and 504s as perhaps middle-aged and anything with front wheel drive as fairly

new. The repair (including labour) cost Jan less than \$150. If you wanted to do this yourself, you would only be up for the cost of the switch itself.

According to the Haynes 307 Manual, removal of the tailgate trim is straightforward, then it is simply a matter of undoing a couple of nuts to remove the lock mechanism.

I also thought about why these micro-switches may fail, and it may be that they are insufficiently isolated from the outside world,

meaning that dust and perhaps water ingress lead to failure of these items.

Interestingly when I examined my 3008 tailgate, I noticed that the section you press to open it is made of rubber which is sealed around the edges and would do a far better job of keeping dust and moisture out.

from Torque



PAC Minutes of General Meeting 8.00pm 25 September 2012 Weston Club Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Glen Bryden	Treasurer
Ian Brock	
Colin Handley	
Richard Morgan	
Neil Sperring	
Allan Lance	

Apologies

Bill MacNamee
John Bower

Introduction

1. The meeting was opened at 8:21pm by Brad Pillans following dinner in the Weston Club bistro.

Previous meeting

2. The minutes of the 28 August meeting were read and accepted, there being no matters arising. Moved: Brad Pillans, 2nd Neil Sperring.

Financial position

3. The Treasurer's Report was presented by Glen Bryden the Association is in

a sound financial position with \$10,904.97 cash at bank after the payment of the public liability insurance premium. The treasures report was accepted.

Secretary's report

4. Inwards correspondence

a. Letters from CAMS and Thredbo.

5. Outward correspondence

nil

Council of ACT Motor Clubs

6. Main points of interest detailed by Neil Sperring:

a. Centenary Event summary.

b. Territory Elections – and SIVS Campaign.

c. CACTMC AGM – conducted Office bearers elected unopposed with some vacant positions

d. Events Information:

i. Transport Show 30 Sep 12 at Sutton Driver Training Facility.

ii. French Car Day Telopea Park School 3 Nov 12

iii Marques in the Park 18

Nov 12

iv. Wheels 2013 will be run by Canberra Classic and Antique Car Club, venue tba but most likely Thoroughbred Park.

General business

7. Brad Pillans announced the intention to hold the Christmas BBQ on 2 Dec 12

Close

8. The Meeting closed at 9.05pm. The next meeting will be held on 23 October and will be the AGM.