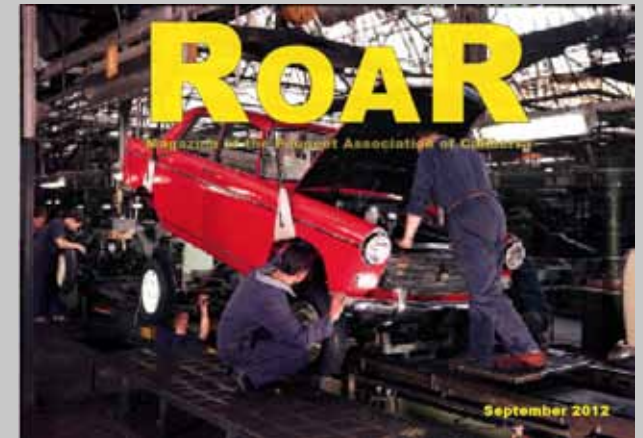


ROAR

Magazine of the Peugeot Association of Canberra

September 2012

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ON THE COVER

A Peugeot 404 on the Sochaux production line in 1960. The plant is celebrating its centenary. See story inside. Photo: PSA Peugeot Citroën.

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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,

I have recently received a letter, from Peugeot Automobiles Australia, headed 'ZGC SERVICE CAMPAIGN' in which I am instructed to return my vehicle (508 sedan) to an Authorised Peugeot Dealership to have the electronic stability (ESP) software upgraded to a later version.

The letter goes on to say: "This upgrade is designed to eliminate the possibility of the electric parking brake malfunctioning under certain conditions of use." The letter also says that should it not be convenient for me to return the car to my service dealer (Melrose Automobiles), it can be returned to any Authorised Peugeot Dealer for the work to be done – a helpful list of all such dealers was attached.

Amongst the list of authorised dealers and locations, I recognised a place I have not been for many years – Mundingburra. For those who don't recognise the name, Mundingburra is a suburb of Townsville where I lived in 1978/79.

In those days, I was driving a 1968 404, which made the trip up and down from Canberra a couple of times, including being stranded, in floods, on the infamous Bruce Highway, in early 1978. At one point, north of Rockhampton, I tried to drive through water a bit too deep and managed to get water in the spark plugs and a holed radiator (flood debris tangled in the fan). After being unceremoniously towed back to the nearest town (Maryborough), the necessary repairs were easily made, but I spent the next three days in the local pub, waiting for the Bruce Highway to be reopened. Can't imagine that the local bush mechanic could have dealt with an ESP software upgrade!

Anyway, I can confidently predict that I will be taking my 508 in to Melrose Automobiles for the software upgrade, and not Motoco Euro in Mundingburra.

Last week, for the first time, I took the 508 down to the coast – up and down the Clyde and along a few back roads. One of the back roads was into Pigeon House Mountain from the Princes Highway just north of Termeil. Pigeon House was named by Captain Cook in 1770 because, as Cook describes, it "resembled a square dovehouse with a dome on top and for that reason I called it Pigeon House".

The local Aboriginal people apparently called it Didthol, a word meaning "woman's breast", but the name Pigeon House has stuck.

There had been rain the day before, and the signs on the Pigeon House road warned that while it was a 2WD road in dry weather, a 4WD or AWD vehicle was recommended after rain. The morning was cloudless and there hadn't been a lot of rain the previous day, so I pressed on and easily reached the Pigeon House carpark, despite a few muddy patches. An hour and a half later I was on top of the mountain (720m) with spectacular views in all directions, having thoroughly enjoyed the walk up through forest with many spring

flowers. At the top I recalled that it had been some 45 years since I last stood there!

The only down side to the Pigeon House trip was that I hurriedly wiped mud from the car and managed to scratch the duco in a number of places. Hopefully a cut and polish will remedy that oversight as soon as possible.

Our next club meeting will at the Weston Club on Tuesday 25 September, at 8pm, with dinner and drinks, as usual, from 7pm. I hope to see a number of you there.....

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.

505 Executive

505 Executive auto sedan, 1984. 2 tone grey, blue velour interior, 14 inch Peugeot alloys with tyres at 80% tread, 2.2 litre fuel injected motor, 304,000kms. Service history from 1992. Very good bodywork, excellent interior, brakes and exhaust system. Plenty of life remaining in this fine French lady. NSW registration to August. Tow bar and trailer plug. Price negotiable around \$1750. Located in Wollongong. Contact Frederik on 0404883745.



CLUB EVENTS 2012

25 September

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, but otherwise can be signed into the club by an existing member.

13-17 October

Murray Sunset National Park trip. See accompanying story

23 October

Annual General Meeting. The Weston Club at 1 Liardet St, Weston. The meeting will start at 8 pm, with dinner from 7 pm.

French Car Drives

28 October

Captains Flat- Sunday brunch at Outsider Café. I've booked a table for 9.30am so either drive directly there or we could arrange a meeting point in Queanbeyan. They do not have VISA or EFTPOST at the café and there is no petrol station in Captains Flat. Please RSVP if you plan to join us, the Outsider cafe is famous for its' brunches and we enjoyed a great meal there 2 years ago. Email reno1338@hotmail.com with your bookings.

2 December

Christmas BBQ, Lake Ginninderra.

Murray Sunset National Park trip

Have you been reading about the PCCV outback trips and thought that you would love to give one a try but don't have the time?

Then this trip could be a great opportunity to get a taste without having to do too many modifications to your car.

As we will be based in the caravan park and the motel next door in Ouyen, this is a trip where you can arrive or depart from Ouyen at a time to suit yourself.

Day trips will be held on Sat. Oct 13 through to Wed. Oct 17. Melbourne to Ouyen is approximately 440 kms and 5 hours travelling time.

ACCOMMODATION

Ouyen Caravan Park. 10 Calder Hwy. Ph. 5092 1426. Some on site vans available – not brilliant but ok.
Hilltop Motel. 20 Calder Hwy. Ph. 5092 1410.

ELIGIBLE VEHICLES

Any rear wheel drive Peugeot plus two support 4WDs positions are also available. Because we can leave most things back at

camp standard suspension and standard tyres will be OK. Very important that each car is fitted with FRONT and REAR towing points (tow bar is sufficient for the rear.)

Other necessities are a 12v pump, a tyre gauge, a shovel and any recovery equipment you may have – you will possibly get stuck at some time on the sandy tracks. A fire extinguisher and first aid kit are also a good idea. Please ensure that your car has been serviced and checked over.

A very detailed and useful map – Victorian Deserts Touring Guide \$12.95. Melbourne Map Centre. East Malvern. Ph 9569 5472.

There will be no entry fee for this trip.

For any further information or to put your name down as a participant please contact Hank Verwoert

Ph. (03) 9783 2718 or email verwoert@net-space.net.au

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

Worm Weekend and SA French Car Day October 20-21 2012

There is still time to book for the Worm Weekend presentation dinner in Adelaide on October 20. But unless you have booked and paid by October 5, you won't be able to join us and see the awarding of the Gordon Miller Trophy to this year's worm winner.

The cost of the dinner is \$40 a head and the two-course meal will be held in the upstairs function room at the Duke of Leicester Hotel, 85 Leicester Street, Parkside, Adelaide, from 6pm on October 20. Please send your dinner payments to me at PO Box 876, Torquay, 3228, or contact me (see below) to make arrangements for payment.

We already have NSW, Queensland and Victorian members booked in for the dinner. Here is a summary of how the weekend will go:

Friday October 19:

Main group is staying the night at Mannum (790km from Melbourne). Try the Mannum Motel, phone 08 8569 1808, or the Mannum Visitor Information Centre might have alternatives, phone 08 8569 1303. Other possibilities are Hahndorf (Visitors Centre 1800 353 323) or Mount Lofty (Visitors Centre 08 8370 1054).

Saturday October 20:

Drive to the National Motor Museum at Birdwood, where Peugeot fan Richard Sage is looking after us. We can spend the whole day there (from 10am-4pm) for just \$12 a car, and come and go as we please. Lunch provisions are available in Birdwood. Later it's on to Adelaide to book into our accommodation (most of us are staying at the Adelaide Granada Motor Inn at Glenunga, phone 08 8338 3822 and speak to Thomas) and prepare for the Saturday night presentation dinner at the Duke of Leicester. You will be buying your own drinks.

Sunday October 21:

SA French Car Day, at Civic Oval, Tea Tree Gully, North-East Road, Modbury, opposite the Tea Tree Plaza shopping centre, where there are plenty of choices for lunch supplies. Sunday night dinner will be something casual.

Monday October 22: Set off for home.

This weekend is not restricted to worm-drive vehicles, although they will be made most welcome. Wherever you stay, please let me know when you book, and pay for the presentation dinner.

Paul Watson, 0427 203 206
paulandnola@inet.net.au

Alpine Classic

Helen Louran

Get your classic car out of the shed and join fellow motoring enthusiasts on the two day 2012 Alpine Classic Rally.

The Peugeot Car Club has been invited to attend this event, run by the Classic Rally Club, Running for the 14th year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar.

Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer. Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices.

For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal, although a small amount of mapping will be included. The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening and catered dinner with their new-found rally friends.

After a good night's rest, it's on the road again for another day of Classic Navigation Rallying. After a provided lunch it will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1982 cars of any marque. Other cars will be considered on submission to the Event Secretary. Included in the cost of \$429 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic shirts will also be available for purchase at a cost of \$30.

Cost for additional crew members or passengers is \$160 each. The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 14 September 2012.

Clerk of Course Lui MacLennan 02 9460 6909 0418 645623

Event Organiser Wayne Gerlach 02 9498 7042 0414 556 858

Email alpineclassic@hotmail.com

If you only enter one event a year, then the 2012 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better.

Be part of the event and help make it happen again in 2012!

For an entry form or more info about Classic Rallying, visit www.classicrallyclub.com.au

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 !!!

Peugeot adds people-mover

Steve Colquhoun

PEUGEOT will bring its first people-mover to Australia next year to complement its growing band of SUVs and crossovers.

The 5008 sits on the same underpinnings used for the 3008 crossover SUV as well as the RCZ sports car, and also shares the same basic components as the Citroen C4 Picasso seven-seater.

Peugeot Australia managing director Bill Gillespie confirmed the May arrival of the 5008 as part of a hectic 2013 model launch calendar.

That includes a facelifted version of the RCZ in March followed by the arrival of the Malaysian-made 408 mid-size sedan, plus the 5008 in May along with a GTi version of the 208 light car.

The second half of 2013 brings a facelift for the 3008, while a new compact SUV, the 2008,

is due to arrive late in the year. A replacement for the current 308 small car isn't due until early 2014, as is a hotter version of the RCZ, dubbed the RCZ-R.

Gillespie says Peugeot would refer to the 5008 as a seven-seat wagon rather than a people-mover, the term usually given to seven-seaters.

"It's really not what people refer to as a people-mover in Australia. They're more like five metre-long things like the (Kia) Carnival and (Hyundai) iMax," he says.

The 5008, which was launched in Europe in 2009, will likely include one lower-end trim

level and the choice of a 1.6-litre turbocharged petrol engine or a 2.0-litre turbo diesel. A six-speed automatic appears likely to be the sole transmission offered.

Gillespie says he will meet next week with the company's product development team in Paris to nail down the specification, which he hopes will include curtain airbags covering all three rows of seating plus a reversing camera.

"It's hard to know at the moment whether we can get those things on the trim level we're pursuing, but we'd be loathe to tell people to put their kids in the back without curtains, given our strong stance on safety," he says.

"I'm hoping we can at the least offer a petrol auto model for around \$35,000. That would be a great place to be for that car."

He says he isn't concerned that Peugeot customers haven't asked for a seven-seater in Australia. "It's not only Peugeot customers I want to talk to, it's everyone else," he says. "If all I do is talk to Peugeot customers I'll never grow sales."

Through Fairfax Media Drive



Peugeot 208 launched on the Gold Coast

A review by Motoring.com.au

What we liked

- >> Classy interior
- >> Efficiency improvements
- >> Equipment levels

Not so much

- >> Nat-atmo engines are uninspired
- >> Tight in the backseat
- >> Still not up to Polo driving standard

Overview

>> French legend reborn?

The Peugeot 208 has a lot to live up to: the 205, the 306, the, er, 207. Well maybe not so much the 207, which took the lightweight mini-hatch with brio concept and added weight, sent the styling to blandland and essentially lost its mojo.

The 208 does its best to recapture that original zest. It is restyled completely, if a little derivatively (Toyota Corolla/Yaris anyone?), has dieted assiduously and goes on sale Down Under on October 6 priced competitively.

Despite its shortcomings, the 207 was

the VFACTS Premium Light segment leader, so the 208 has some work to do to prove itself. But Peugeot Automobiles Australia is confident it will be a very strong performer, forecasting 1800 sales per annum primarily to 30-40 year-old inner-urbanites looking for something different to the mini-car mainstream. That's around a 33 per cent uptick from 207.

The 208 is also an important early salvo in a model rush designed to push Peugeot toward record sales levels in Australia, lifting it from its current doldrums.

Price and equipment

>> Get Active in Allure, Sport

There are four equipment grades in the 208 line-up: the base model Active comes as a five-door hatch powered by a new 1.2-litre triple-cylinder or carry-over 1.6-litre naturally-aspirated petrol engine (both dubbed VTi); the mid-spec Allure is offered only as a five-door 1.6; and at the top of the range the 208 splits into the five-door 1.6-litre Allure Premium and the Allure Sport. The Allure Sport is alone in having 1.6-litre turbo-petrol (THP) power and a three-door bodyshell.

Pricing for the 208 range starts \$500



cheaper than the outgoing 207 XR at \$18,490 for the base model 208 Active 1.2 triple, which is available only with a five-speed manual transmission. The 1.6 Active is \$3000 more expensive, including a four-speed auto standard.

The Allure five-speed manual is \$21,990, with the four-spced auto an added \$2000. The auto-only Premium and six-speed manual Sport are both \$26,490.

The cornerstone of the 208's equipment list is a seven-inch touch screen that is standard across all models, and biggest in-class. It provides access to radio, Bluetooth hands-free kit or playing of music files via a USB connection or audio streaming. In an era of smartphones, iPod's and the like, there is no CD player in the car.

The Active models come with 15-inch steel wheels, Bluetooth, six-speaker audio, USB/iPod connectivity, cruise control and power windows with one touch function.

Allure upgrades include dual-zone climate, 16-inch alloys, rear parking sensors, LED driving lights, a leather steering wheel and sports seats.

The Allure Premium and Sport add a glass sunroof, 17-inch alloy wheels, cornering lights, and acoustic parking. The Allure gets half leather seats, the Sport adds chrome exhaust outlets, a rear spoiler and its own grille.

All 208s come with a full-size spare tyre and a capped price servicing plan. But, notably, there are no diesel engines and the



Tourer (wagon) and CC convertible don't continue on from 207.

Mechanical

>>Triple treat?

Riding on an updated version of the PF1 front-wheel drive architecture that underpinned the 207, the 208 retains the same 2538mm wheel-base, yet is 70mm shorter, 20mm narrower and 10mm lower.

Importantly, Peugeot has been able to

hack big weight savings compared to the 207. For instance, the Active 1.2 weighs just 975kg, compared to 1224kg (!) 207 XR 1.4.

The 1.2-litre 'EB' triple-cylinder is a new PSA 12-valve design, making 60kW and 118Nm. It officially averages a diesel-esque 4.7L/100km and emits just 109g CO2/km.

The 1.6-litre DOHC 16-valve engine, also used in the 308 Peugeot, C3 and C4 Citroens and MINI Cooper, makes 88kW and 160Nm, averages 5.4L/100km and emits only 134g CO2/km (as a manual).

The THP turbo also claims those economical figures, despite making 115kW and 260Nm. It is easily the performance leader of the range, taking 8.1 secs from the 0-100km/h sprint. The 1.6 takes 9.8 secs (manual) and the 1.2 a glacial 13.9 secs.

The 208, like the 207, is suspended by McPherson struts up-front and a torsion beam at the rear. Steering assistance continues to be electric. The Active employs disc/drum brakes, while the Allures are all-disc.

Packaging

>>Smaller outside, more space inside
The 208 is an orthodox package, offered in either three or five-door hatchback bodies.

Although physically measuring up smaller than its predecessor, it manages to eke out 50mm more rear legroom because of its wheels at each corner stance. However, while the 208 is nominally a five-seater, it really is designed for two smaller people in the back.

Access to rear seats in the three-door is good for adults and children thanks to a front-seat slide function and large door openings. The doors themselves are long and heavy, so watch out when opening.

The 208 also has more boot space than the 207, increasing 15 litres to 285 litres. The rear seat split folds to grow that to an impressive 1076 litres.

There are front and rear door storage pockets, but the Active misses out on seat-pockets. There are no overhead grabhandles, but there are door-grabs. Front cupholders are tiny.

The driving position has its pluses and minuses; the pedals are no longer offset awkwardly and the left footrest is well positioned. The reach and rake adjustable steering wheel has also shrunk to almost race-car size, emphasising the 208's quick steering. However, it does not adjust through enough vertical range and the sizeable and supportive seat does not

sink low enough, so you can feel that you are sitting on, not in, the 208.

My driving position also meant the top of the steering wheel curved straight through the digital speedo readout in the floating instrument panel, as well as part of the analogue tacho and speedo readouts.

The iPad-like seven-inch touch screen is a funky and classy item that should appeal to the target buyers. It is surrounded by piano black and faux chrome trim and soft-touch dashboard materials. These are obvious ar-



eas of improvement compared to the 207.

Safety

>>Euro NCAP five stars

The 208 comes equipped with the standard retinue of safety items; six airbags, stability control and antilock aided by Electronic Brakeforce Distribution and Emergency Brake Assist. All passengers get lap-sash seatbelts.

The 208 has attained the maximum five star Euro NCAP rating.

Competitors

>> Many and varied

Classified officially in the VFACTS Premium Light category, the 208 lines up against the likes of the Alfa Romeo Mito, the Citroen C3 and DS3, the Fiat 500 and Renault Clio (currently only available in RS form). Peruse that lot and it's no wonder the 207 took over 50 per cent of sales in its category!

But for the 208 to sell in more serious numbers it is going to have to battle quality mainstream light hatches such as the Volkswagen Polo, the Skoda Fabia and upper-spec versions of the Ford Fiesta and Mazda2. Next year it is also going to have to face up to the revitalised fourth generation Clio line-up.

With on-the-road pricing for all models bar the Active 1.2 venturing toward (or

north of) \$25,000, there are small cars like the Ford Focus and VW Golf it will also be looking to snatch volume from... Not to forget Peugeot's own 308, which is in run-out in 2013.

On the road

>> Not another hill!

Peruse the 208 range and among the laudable efforts to pare back weight, ramp up the interior class and reintroduce the grin factor, the power-trains have decided not to play ball.

In this modern age downsized turbo-charged petrol engines are becoming increasingly popular. Trouble is, in the case of the 208, there has been some downsizing but the turbos haven't come along for the ride. The only model that gets forced induction is the three-door Sport.

It's a decision made at factory level in France and it's a poor one.

The 1.2 VTi is a brave lapdog, growling away but without any real ferocity. It is the sort of car you can drive just about anywhere flat-to-the-boards. Uphills you will need to! At least through all that redline activity and noise, it stays smooth.

Although no fireball either, the 1.6 is okay for the Active and Allure, but it is crying out for a six-speed manual transmission. In fifth it buzzes along at 3000rpm at 100km/h. The four-speed auto option was unavailable for testing at launch, so we won't hazard a guess how that affects the package. But it does seem to me missing a couple of gears...

It is unfortunate the Allure Premium can't be had with the THP engine, because extra equipment struggles to justify its extra cost over the standard Allure. More performance would help.

The THP isn't a classic by any means, but it does have that solid midrange pulling power low-blow turbos typically deliver. There's also a meaty exhaust burble that complements it. Alas the clunky six-speed manual in the Sport doesn't shift as cleanly as the five-speeds mated to the VTis (although they also had long throws and late clutch pedal engagement that made quick, slick changes rare).

Riding on 205/45R17 Bridgestone Potenza RE050A tyres, the Sport had the tightest and tautest suspension behaviour allied with a still amenable ride. Indeed, all three cars handled most bumps well. It was the big mid-corner holes and ruts that rattled the steering and triggered mild rear-end bump steer.

Steering quality varied. The Active 1.2 was consistently light, the Allure 1.6 started light and weighed up noticeably and artificially mid-corner. The Sport's rack and pinion was consistently the heaviest, something contrib-

uted to by both tyre and tune.

Overall, none of the electric steering systems offered the intimacy and confidence of Peugeot's long-gone hydraulic systems. Allied with the car's small size and size, they do, however, make the 208 easily manoeuvrable in town.

On most surfaces noise levels were well contained in the cabin, although truly coarse bitumen caused quite a ruckus -- as did pushing the engines toward redline.

And that was something we found ourselves doing quite a lot in the VTis as the hatches struggled to make quick overtakes and conquer hills. Not mountains -- rather the sort of terrain a VW Polo with a turbo-petrol engine and DSG boss would despatch with disdain.

Which means it's hard to garner any real enthusiasm for the 208. Buyers will undoubtedly be getting something different, but not necessarily better.

From Motoring.com.au



How Peugeots are really smashing

Peter Wilson

The great news for Peugeot owners is that their cars live up to their high safety ratings in the real world of road accidents and are among the safest vehicles available in Australia.

Updated academic analysis of the five million police-reported crashes in Australia and New Zealand from 1987-2010 has thrown up the scary development that some newish small cars with high safety ratings don't live up to them in accidents.

The epidemic of suburban SUVs means that at metal crunch time, the small cars and their occupants inevitably come off worse than the big brutes.

However, Peugeots continue to be sturdy and safe, and older Pugs are holding their own, some even rating better than many newer models of other brands. Peugeot engineers have been crash testing their cars since at least the 1950s and have built them with energy absorption areas to deaden any impact on the front and rear of the car, and a very sturdy hull to help the seating compartment retain most of its shape upon violent impact.

When the company introduced the 504 it

pointed out the preventive security features such as the efficiency of four compensated disc brakes on all four wheels, all independent suspension for good road holding, precise rack steering for high speed stability and driver comfort to make long journeys less tiring. The cars sold like crazy so safety was never marketed.

This design philosophy followed through into the Peugeot 505 with such success that in the earliest studies from the Monash University Accident Research Centre it stood out ahead of a field of considerably later vehicles for its good record.

State police told John Anderson when he was the federal minister for transport that in any car other than their Peugeot 505, his wife and children would not have survived a serious roll-over crash.

The Peugeot 306 was the star of a subsequent study. The honour has moved up a model to the Peugeot 307 (2001-09). The NRMA's latest Used Car Safety Brochure, based on the newest Monash research figures, notes how the major recent advances in safety technology in cars -- better structural design, features such as electronic stability control, at least six airbags, and pre-tensioning seat belts -- have contributed to improved safety in most cars. But the real life record of smashes indicates some are better than

others.

The Peugeot 307 is among only five NRMA “safe pick” small used cars with its top driver safety rating of five stars. The other four are the Honda Civic (2006- 10 models), VW Golf/Bora (1999-2004), VW Golf/Jetta (2004-10) and Volvo S40/V40 (1997- 2004).

The Safe Pick rating is awarded to used vehicles with best injury protection for all road users in crashes including the occupants of the rated vehicle, occupants of other vehicles, pedestrians, cyclists and motorcyclists.

The Peugeot 306 (1994-2001) gets one of only nine four-star ratings in the class. It is much superior to later cars such as the huge selling Toyota Corolla (2002-10) with three stars and marginal driver protection, Kia Rio JB (2005-10) and Nissan Pulsar (2000-10) with two stars and poor protection, and the Impreza (1993-2000) and Hyundai Excel (1995-2000) among the many cars with one star and very poor protection.

The NRMA list is limited to 29 models with five stars and it warns that while some recent vehicles offer top safety for their occupants, they offer a high risk of injury to other road users. The list does not nominate other Peugeot models. Still, they shine in the 257-page 2012 Crash Data Update from researchers Stuart Newstead, Linda Watson and Max Cameron, who point out that they homed in on the outcome for the driver in

police-reported accidents because drivers were often the only person in the vehicle and it kept the study uniform.

If you wondered how the Peugeot 307 got its five-star rating based on the new report, it was involved in 800 reported crashes and 673 drivers escaped without injury. That’s just two more smashes than the 505 (1982-93).

Of those 798 smashes, 711 drivers were

lucky. But the difference between twentieth and twenty-first century technology shows in the injuries – 127 307 drivers were injured compared with 87 505 drivers. But 29 were severely or fatally injured in 505s compared with 14 in 307s.

The 307 is given an impressive crash worthiness rating of 1.63 per cent serious injuries per 100 drivers. The 505 is 2.90 per

cent (There is a series of other ratings that I won’t mention). Check the Toyota RAV4 for comparison. The 1994-2000 model is 3.78 per cent, the 2001-06 is 2.95 per cent or slightly worse than the 505, and the 2007-10 model has improved to 2.72 per cent.

As examples of high risk on the road, the



A P-plater failed to stop at a Give Way sign and slammed into this 306 in Canberra in 2011, hospitalising the driver, Caitlin Rees, for a fortnight with several fractures. But she avoided further serious injury essentially because of the strength of the 306. Importantly, the side impact rails did their job and the roof did not deflect.

Holden/Suzuki Carry is rated 10.56 per cent and the Daihatsu Hijet 13.12 per cent. The four-star Peugeot 306 has now had 1,563 crashes and 1,309 of its drivers were lucky. Another 291 drivers had injuries of some kind and 48 had severe injuries.

The 306 serious injury rating is 2.89 per cent. The 405 (1989-99) is 3.77 per cent. Advanced enough to be European car of the year, it was lighter than the 404 and strengthened structurally for the second series. Its accident history was 709 crashes, 610 escapes, 146 minor injuries and 40 severe injuries.

The burlier 406 (1996-2004) showed improved safety at 2.37 per cent. Its 321 crashes resulted in 290 escapes, 50 with some injuries and 12 badly hurt. The 407 (2004-10) is not rated because of its limited accident history – 85 crashes, 76 walking away, 15 hurt and three severely injured.

The 607 (2001-09) has had the great record of 16 injury-free smashes in Australia, but someone was slightly hurt in one in New Zealand. In the light car field, the 205 was rated at 4.68 per cent. It had 357 smashes, 50 lucky drivers, 67 with some injuries and 18 in the severe category.

The 206 (1999-2007) rated at 4.27 per cent. Its 87 accidents have resulted in 77 escapes, some 15 injuries and two badly hurt.

The 308 (2008-10) has had 61 incidents, 47 cases of luck, 14 injuries of some kind and one severe injury.

The 4007 and its platform sharing model, the Mitsubishi Outlander, (2006-10) share a rating of 1.55 per cent, a big improvement on the 3.06 per cent of the earlier Outlander (2003-06). Their accident history has been combined to show 374 crashes, 319 escapes, 43 slight injuries and five severe.

The Peugeot Partner (2008-10) has had a solitary injury-free crash while its more numerous clone, the Citroën Berlingo (1999-2008) with 141 crashes, six minor injuries and four badly hurt. Another 471 Peugeot accidents covering earlier models resulted in 419 unhurt drivers,

127 with some injury and 33 severely hurt.

Twelve years ago, an insurance survey found a level of over-confidence among 306 drivers because their cars were so nimble. Along with the improvements, a risk factor of a different nature has emerged – don't forget that Australian legal history was made when the computer from a smashed Peugeot provided enough evidence to jail an errant driver.

Through The Pugilist



PSA Peugeot Citroën's Sochaux plant celebrates its centenary

10 September 2012

The Sochaux plant, one of the oldest automobile production sites in the world still in operation, is celebrating its centenary this year.

As part of the festivities, Supervisory Board Chairman Thierry Peugeot and Managing Board Chairman Philippe Varin will inaugurate an exhibition entitled "M14, Expo of the Century" on 10 September. Pierre Moscovici, France's Minister of Economy and Finance, will be among the invited guests.

Peugeot founded the Sochaux plant in 1912 to produce lorries. After World War I, the Company decided to concentrate all its production at the site, which is France's largest plant and a symbol of the automobile industry.

With 12,000 employees, Sochaux is a major component in PSA Peugeot Citroën's production base. The Group has just invested €200 million to create a new body-in-white workshop at Sochaux and to upgrade the paint shop.

More than 20 million vehicles have rolled off the line since the plant opened,

among them the Peugeot 201, 402, 203, 403, 404 and 504. Today, the plant assembles 1,670 vehicles a day, including the Peugeot 308, 3008, 5008, the Citroën DS5 and the two brands'

hybrid models. In all, 12,000 employees work at Sochaux, of which nearly 4,000 in R&D. In celebrating this anniversary, the Company pays homage to the generations of men and



The 203 assembly line in 1951.



Peugeot 402 – 1938

women who over the years transformed rolls of steel into increasingly high-performance automobiles.

Under the slogan “We draw strength from our history”, the Sochaux plant will celebrate its centennial with a number of events open to all:

- From 15 September to 15 October, the “M14, Expo of the Century” retrospective will present, for the first time, documents taken from a library of more than one million photographs preserved at the Group’s Terre Blanche archives. Visitors will re-live a number of the century’s defin-

ing moments as seen from Sochaux, with a focus on such topics as changing working conditions, the role of women in manufacturing since 1912 and how vehicles are created and developed.

- On 16 September, Sochaux will hold a “bicycle through the plant” open house for adults and children during which employees will present the different workshops.

- On 20 October, Charlie Chaplin’s “Modern Times” will be screened in the M14 workshop, with the musical score interpret-



The 1938 assembly line.

ed by the Victor Hugo Franche Comté philharmonic orchestra in cooperation with Scène Nationale de Montébeliard. A second screening will be held exclusively for site employees on 21 October.

PSA Peugeot Citroën



Peugeot 203 body assembly line in 1948.



Employees going to work – 1946



The Peugeot 404 body assembly line in 1961

A History of Peugeot in Australia – PART 3

Russell Hall has been delving into the National Library Archives Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.

Peugeot marketing in Australia was well established by 1924 and the car was increasing in popularity. The marque was often in the news.

- A racing Peugeot had gone over the bank at Brooklands at 110 mph in a fiery crash.
- Peugeot was mounting an African expedition to the Cape using tracked vehicles with Tartais engines.
- A Peugeot had left Adelaide to set a new speed record to Melbourne (via the Corong) but had failed.
- C.H. Harris and Norman Mather had driven a Quad from Melbourne to Sydney at an average speed of 20 mph to return 73 mpg. It cost them 16 shillings, less than a second class rail fare.

Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of

this column is to revive some of the early memories.

- All Peugeots were to have four wheel brakes as a safety feature (yes, people talked about safety even then).

- The French Auto Company had entered a team in the Alpine Trial.

- Auto Paris in Brisbane was advertising for country dealers and plants in Horsham were advertising Peugeot every week. They were even being sold in Dubbo.

- Racing driver Tommy Milton returned to America taking two Baby Peugeots with him, saying "these tiny cars are the most interesting thing I have seen in Europe".

- To confirm the power and speed image of Peugeot, in 1925 Andre Boillot won the Targa Florio (for the second time) in an

Cabriolet Peugeot

£290 Complete



PEUGEOT CABRIOLET.

"A CAR FOR EVERY PURPOSE."

In addition to the splendid new PEUGEOT CABRIOLET, illustrated—the ladies' ideal car for visiting, shopping, and golfing, with the record petrol consumption of not less than 60 miles per gallon—you are offered choice of six other wonderful PEUGEOT models as follows:—

TOURDOC, 15 h.p., French body, £450 complete.	INTER-SPORTS, £600 Chassis, £450 complete.
DOC SPORTS, £400 Chassis, £525 complete.	TOURLUX, £1050 Chassis, £1250 complete.
INTER-COLONIAL, £600 Chassis, £900 complete.	SIXLUX, £500 Chassis, £1050 complete.

The experience of over 30 years' manufacturing is embodied in every Peugeot Car. Peugeot means LONG LIFE, COMFORT, and ECONOMY. There are also PEUGEOT MOTOR-CYCLES, LORRIES, TRUCKS, and TRACTORS.

Write or call for catalogue and full particulars. Payments can be arranged to suit the convenience of purchasers.

See the PEUGEOT STAND, No. 43, INTERNATIONAL MOTOR SHOW.

FRENCH AUTO. CO. PTY. LTD.

400 LONSDALE ST., MELBOURNE. Tel. Cent. 3751.

"The Long Life Car"

18hp. The French Auto Co was advertising "the same car" for £850. The market was extremely competitive. In 1924, 108 makes were competing for Victorian sales of around 1,500 cars a month. The top six makes accounted for about half all sales, so the remaining firms had a struggle for market share.

Victorian sales of Peugeots improved from around 5 per month in 1922 to 9 to 15 a month in 1924. These were respectable sales figures and were in the middle of European makes.

In this sales environment it was necessary to actively promote a car and this was done very effectively by the French Auto Company.

They entered teams in local economy and reliability trials and aggressively advertised in well thought out display advertisements. They emphasised the racing heritage, power, economy, durability and quality of the cars.

They were not shy of making performance claims that some regard as unlikely. The SixLux would accelerate from 5 mph to 95 mph in top gear, the Doc Sport would achieve 35 mpg and 75 mph, while the Quad would return 65 mpg.

Their advertising emphasis was on long life, comfort and economy. The car that always gets there, the long life car. In 1925 they were offering seven models, from the £290 Quad cabriolet through the £450 Tourdoc and the £600 Inter Colonial to the

top of the range Tourlux at £1250.

The big selling cars on the Australian market were locally assembled American cars like the Chevrolet which started at £200.

The Peugeot was presented as a high quality luxury car and sold to middle class people who wanted quality and something different. It is likely that Australian sales were in the order of 120 -180 cars a year in 1924 and 1925.

In April 1925 the Australian concessionaire A.W.B. Mather took over the Sydney dealership and established the firm of Mather Bros. He had been on the wrong side of a Queensland Royal Commission into the sugar industry in 1923, when shady dealings were alleged including the offer of a Peugeot as a bribe.

Perhaps the first hint of trouble was when new Peugeots began to



The Long-Life Car

Peugeot are the oldest and one of the largest Motor Manufacturers in the world.

Peugeot has been for many years a standard for European Cars, and still remains so.

Peugeot Cars which have been on the road for 20 years are still giving good service.

Peugeot in their 13 great factories build a car for every purpose, from the "BABY," which does 70 miles to the gallon, and sells complete at £280, to the glorious SIXLUX, which does from 5 to 95 miles an hour on top gear.

Let us have the pleasure of giving you a trial run in any one of our Models.

French Auto Co. Pty. Ltd.
400 Lonadale Street, Melb. Tel. Cent. 3781.

appear in auction houses in mid 1924. There were drastic price reductions in May – it was said to make way for new stock. A new SixLux chassis could now be bought for £695, down from £1000.

In December there was a stock clearance sale of 6 Baby Peugeots in Brisbane at cost.

In May 1925 Lesseys in Sydney were auctioning a number of new Peugeots just out of bond, on instructions from the importers.

All became clear in June 1925 when an action was taken in the NSW Supreme Court against Alfred Mather. It was revealed that he had been subject to an action in the Victorian Supreme Court in May 1924 for a debt of £2000, and that he had continued to trade whilst insolvent.

The Sheriff had moved against his assets in October. We do not know Mather's version of events because he could not be found. Nor could the deposits dealers had placed on new cars for delivery.

A.W.B. Mather and his family had done so much to promote Peugeot in Australia, particularly in Victoria, so it is sad that his actions virtually took the dealer network down. Peugeot moved swiftly to replace him.

In August 1925 Henry B. Smith of 115 William St. Melbourne, the new sole Peugeot Concessionaire for Australia, was advertising for state dealers for Queensland, South Australia, Western Australia and

Tasmania.

The French Auto Company with its large new showroom and workshop continued on for a while but by 1926 the Melbourne agency had moved to Rhodes Motors.

Apart from a Peugeot decal on their showroom window (which was still there after the war) they did nothing to promote sales of the make.

New dealers were found for Western Australia, NSW and South Australia. There were some attempts by the Adelaide dealer to promote the cars. But the peak of Peugeot sales in Australia had passed.

There was to be one more prewar attempt to establish Peugeot on the Australian market, and that was to come from France.

Through The Pugilist

Peugeot

Peugeot Cars

Tel. C. 3731.

Immediate Delivery.

20 Years' Racing Experience

11.25-H.P. "DOC" MODEL

Enables Us to Offer You the Safest

DOUBLE-SEATER, £450

and Best Touring Car, and at the

Lowest Cost Per Mile.

SINGLE-SEATER, £440

French Auto. Coy.

400 Lonsdale Street.

FRENCH AUTO COY.
SOLE AGENTS FOR
VICTORIA & RIVINGTONS.

Embattled Peugeot booted from French CAC 40 index

PARIS, 6 September 6 2012

Struggling car maker PSA Peugeot Citroen will be dropped from France's CAC 40 blue chip stock index, market operator NYSE Euronext said on Thursday.

The car maker, once a darling of the Paris bourse, will be replaced by Belgian chemicals group Solvay, NYSE Euronext said, with the changes taking place on 24 September.

Shares of Peugeot, hit hard by a long and deep sales slump in Europe, have lost about three quarters of their value over the past 18 months, closing at €6.038 on Thursday.

Reuters

GM waters down Peugeot alliance plans-report

FRANKFURT/PARIS, 5 September, 2012

General Motors has backed away from tentative plans to share its mid-sized car technology with PSA Peugeot Citroen, a

German magazine reported on Tuesday, potentially weakening the rationale for a broad alliance being negotiated by the two automakers.

As part of a partnership announced in February, it was expected that mid-sized cars such as the Opel Insignia and PSA's Citroen C5 and Peugeot 508 would draw on GM platforms, with the cars to be built at Opel's Ruesselsheim plant in Germany.

But now managers at GM China and Buick are vetoing the plan for fear the French models would compete too much with their own vehicles, Germany's Spiegel reported, without saying where it got the information.

That would leave Opel building just the mid-size model for its own brand and the Buick, which would not make sufficient use of capacity at Ruesselsheim, the report said.

A spokesman for GM's Opel division declined to give details of the ongoing alliance talks with Peugeot but appeared to play down expectations that a final deal would include shared manufacturing.

"It would be premature to assume that anything had been agreed upon before and has now been reversed," the spokesman said, adding that discussions were continuing with an emphasis on cooperation in purchasing, logistics and product development.

"We're very much focused on

those three areas," he said.

Peugeot declined to comment on the report.

GM and the French automaker announced the partnership in late February with the goal of saving at least \$2 billion annually within five years, split about equally between the partners.

Both Peugeot and Opel are struggling with falling sales, losses and overcapacity in Europe.

Reuters



PAC Minutes of General Meeting 8.00pm 28 August 2012 Weston Club Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Glen Bryden	Treasurer
Neil Birch	
Ian Goodacre	
Bill McNamee	
Neil Sperring	
Jim Taylor	

Apologies

Allan Lance

Introduction

1. The meeting was opened at 8:15pm by Brad Pillans following dinner in the Weston Club bistro.

Previous meeting

2. The minutes of the 24 July meeting were read and accepted, there being no matters arising. Moved: Ross Stephens, 2nd Brad Pillans

Financial position

3. The Treasurers Report in short form was presented by Glen Bryden indicating

that the Association is in a sound financial position with in excess of \$11 600.00 cash at bank. The treasures report was accepted. Moved: Brad Pillans, 2nd Neil Birch.

Secretary's report

4. Inwards correspondence

a. Email from Neil Sperring detailing Ethanol Fuel compatibility of various models of Peugeot Cars.

b. Flyer from Helen Louran of the NSW Peugeot Club advertising a Marulan track day being held on Saturday 27 Oct 12.

5. Outward correspondence

nil

Council of ACT Motor Clubs

6. Main points of interest detailed by Neil Sperring and Ross Stephens:

a. Reps from Parties contesting the Territory Election presenting at the next CACTMC meetings prior to the election. 16 Aug '12 meeting – Motorists Party.

b. Link to the PAC Web site on the CACTMC web site.

c. Marques in the Park is on again this year - 18 Nov '12.

d. Wheels 2013 is in doubt if a Club

does not volunteer to run it.

General business

7. Glen Bryden advised the meeting that the PAC's Public Liability Insurance is due. The members agreed unanimously to authorise Glen to make the payment on behalf of the PAC.

8. Neil Sperring proposed that serious consideration be given over the next 6-12 months to forming an ACT Region French Car Club. To approach the other French Car Clubs in Canberra to sound out their feeling for this proposal. This club would encompass all Marques of French vehicles some of which are not currently represented.

Close

8. The Meeting closed at 8.42pm. The next meeting will be held on 25 September.