

ROAR

Magazine of the Peugeot Association of Canberra



November 2013

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ON THE COVER

Greg Francis' award winning Peugeot 205 GTi
(See Brad's column for details). Photo Brad
Pillans.

RoAR is the official journal of the
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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Greetings all,

French Car Day was again held at the Telopea Park School fete, on Sunday 2 November. Thirty something cars were displayed in cloudy, but pleasant weather conditions, with prizes presented by the French Ambassador, Stephane Romatet. There were trophies for the best Peugeot, best Citroën and best Renault, as well as a trophy and two bottles of French wine (donated by the Ambassador) for best French Car.

Greg Francis (205 GTi) won the trophy for the best Peugeot – well done Greg. Interestingly, the overall vote for Best French car was a tie between Paul James (Citoen SM) and Gerry Carson (Citroën Light 15), with the winner (Paul James) being decided on the toss of a coin.

As usual, my 203 attracted plenty of attention from participants, as well as passers-by, but the real star was undoubtedly the 1972 Citroën SM – see photo of the SM beside a DS wagon. I'd never seen or heard of an SM before, but was immediately attracted to its unusual, but stylish, body and almost futuristic interior (futuristic

for 1972, anyway). I asked Paul to open the bonnet, and was amazed to discover that its engine was a 3 litre Maserati V6. Paul then offered to take me for a spin, which was much appreciated. Reputed top speed is well in excess of 200 kph, though we didn't go quite that fast around Telopea Park!!

Around 12,000 SM Citroëns were made from 1970 to 1975, with more than 2000 sold in the USA. All were produced as left hand drive vehicles, but a small number of RHD conversions were done in the UK and Australia. Paul's SM is one of these rare RHD's. According to Wikipedia, famous SM owners included the Shah of Iran, Emperor Haile Selassie of Ethiopia, Leonid Brezhnev and Idi Amin (who apparently owned 7 SM's).

In another throwback to the 1970s, Sue and I recently attended a Leonard Cohen concert at the Sydney Entertainment Centre. We chose to drive up and stay in a hotel within walking distance of the venue, quite close to Paddy's Markets. Before the concert, we treated ourselves to dinner at the well-known Marigold Chinese Restaurant, just beating the Saturday night rush to secure a table, despite not booking ahead. As we left, there was a line of eager punters, waiting for the next available table.

The concert was fantastic. Cohen was on stage the whole night – about 3 hours – and Sue and I thought it was one of the best concerts we have been to. I've often said that I could sing as well as Leonard Cohen, but I certainly couldn't write such great lyrics! And the Peugeot byline? Well, there were two: Firstly, we drove up to Sydney in the 508 (4.7 litres/100 km), and managed 5.5 litres/100 km for the whole trip, which included some Sydney traffic, and coming back via Wollongong and Macquarie Pass. Secondly, when we at the concert, we were seated in the same row



as local club member, Dave Rowell – neither of us knew that the other was attending.

Just two club events remain for 2013: The last monthly meeting will be held at the Weston Club on Tuesday 26 November at 8 pm, with dinner from 7 pm, while on Sunday 1 December, the annual Christmas BBQ will be held at Lake Ginninderra from 6 pm (Macdermott Place, off Joynton Smith Drive, Belconnen). The BBQ is BYO food and drink, but Santa will be offering chocolates and a complimentary glass of Christmas cheer to all club attendees. Please let me know if you are planning to attend – phone 0427-662112 or email: brad.pillans@anu.edu.au

Keep on pugging and merry Christmas,

Brad Pillans

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CLASSIFIEDS

FOR SALE

205 S1

205 S1 1992. White compact hatchback in good condition, 246,330 km, manual. Service History, runs like a dream, near new tyres, reconditioned engine about 4 years ago (air conditioning broken and has been removed) BEST OFFER. Contact Barbra by email: accounts@thylacine.com.au



CLASSIFIEDS

FOR SALE

405 Mi16

405 Mi16 – Just had timing belt and pulleys professionally replaced less than 100km ago. New highflow cat. Spare set of tyres and Mi16 mags. Needs speedo cable and a few other minor things. Approx. 220k on clock. Asking \$1,500. Enquiries by email to antipodeancolin@hotmail.com

404

404 1969. Fully restored, metallic green-gold paint. Two owners, I've had the car for 14 years. Superb condition inside and out. Carpeted floors and boot. Runs beautifully. Comes with original invoice, original registration papers, original reg plates KHA 983, spare radiator, 2 extra spare wheels and tyres, Peugeot radio, wheel trims, spare starter motor, spare (new) timing chain, numerous other bits and pieces, spare radiator hoses. 25 photo display of the restoration. Reg till end of May 2013. RWC Much admired car in Peugeot circles. Reluctant sale, but time to move on. Photos available on request. \$9,890. Doug Brockfield 03 5727 3740 0418 570 256.

306 XT

306 XT N5 1999, 1.8. auto. VG condition, green, \$6,500 ono. Chris Brown 0411 059 791, 02 6230 3970, Sutton, NSW.

WANTED

306 XTDT

306 XTDT, 1999+ preferably fitted with a Bosch pump. Chris Shields
0420 580 718; chris.shields@mail.com

CLUB EVENTS 2013

- 26 November** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.
- 1 December** End of year BBQ at Lake Ginninderra.

French car drives in 2013

Here is the schedule of remaining events for this year:

October 27: Day trip to Southern Highlands and see Red Cow Farm Gardens in spring.

December 1: Evening BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com for further information and bookings.

Peugeot Association of Canberra

Endorsed Club Activities for Members 2013

27 October 2013 | Benny's Custom Car Garage Show'n'Shine | Goulburn NSW

2 November 2013 | Canberra French Car Day | Canberra ACT

3 November 2013 | Canberra Swap Meet | ACT

10 November 2013 | Marques in the Park | Belconnen ACT

23 November 2013 | Tuggeranong Festival | Tuggeranong Town Park ACT

23/24 November 2013 | Queanbeyan Swap Meet & American Car Nationals

1 December 2013 | Terribly British Day | Treasury Car Park Parkes ACT

Members with CRS Registered Vehicles do not have to obtain special permission from the Club Registrar to take their vehicles to these events.



Calendar of Events – October 2013

Name of Event	Date	Location	Contact person	Contact details
Queanbeyan Swap meet	23/24 November 13	Queanbeyan Show Ground	0427 267 927	www.qbns wap.net
Ford / GM day	23 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
American Car Nationals	24 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
SDMA Hillclimb	24 November 2013	The Hill - Fairbairn Park		http://www.sdmahillclimb.com
Chappas Memorial				
Terribly British Day	1 December 2013	Patrick White Lawns behind the National Library	Graham Gittins	0419 249 109
email: gittins@iinet.net.au	24 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
Terribly British Day	1 December 2013	TBA	TBA	TBA



the golf club.

SATURDAY: A short briefing and then a drive via Talbot (where those coming from Melbourne can meet us about 11am). Lunch will be at a small country hotel with a twist. Following lunch we head off on a meander that will take us through the Pyrenees wine region, travel through forgotten gold towns, enjoying a wine or coffee along the way.

Back at Maryborough we will have 5.04s.

Saturday night's dinner will be held at the golf club

2013 Worm Weekend

Bookings are open for the 2013 Worm Weekend from Friday 8 November to Monday 11 November (and you don't need a worm-drive Pug to be part of it). Everyone is welcome to come along and enjoy a relaxed weekend in the lovely Maryborough, Victoria, region.

The Golden Country Motel and Caravan Park is the starting point for our activities. The park has a motel, cabins and camping sites. See booking details on the entry form below.

The Worm Weekend Program

FRIDAY EVENING: This year's Worm Weekend will kick off with 5.04s for those who can arrive in time, followed by informal dining. You have a choice of a BYO barbecue at the motel, the pub down the road or across the road at

across the road.

SUNDAY: Photo shoot will be at the imposing railway station, followed by a "town walk" for an hour then back on the road to one of only two hotels named after an Australian marsupial.

MONDAY: For those who can stay till Monday you lucky people enjoy yourselves.

I am still trying to organise several other events to make the weekend even better and will try to have them in the November Torque.

Milton Grant 0419 406 056











2014 Peugeot Pageant

The 2014 Pageant will be held at The Outlook Conference Centre in Boonah, QLD, during Easter 2014—from 18-21 April.

Kay Marken

The PCQ Pageant Committee are very happy with their arrangements for the 2014 Pageant.

Our intention is to provide everything needed for a Pageant in one place as much as possible, to retain the friendships and camaraderie developed over many years. We also determined to do this at a reasonable price.

A few facts about the accommodation at The Outlook. Every unit has parking (some undercover), tea and coffee facilities, fridge (some have a cold room), laundry facilities, hand car wash facilities, BBQ and deck, bathrooms and toilets, some have handicap facilities and some have A/C and many have kitchens that you can also use.

There are different unit configurations, and when people send in their replies

re attending the 2014 Pageant we hope they will look at the unit diagrams and indicate their accommodation preferences within The Outlook complex, which must be booked through our committee, or at one of the nearby motels.

This all means that we can accommodate

44 people if we only have only one person in each double room, and 77 people if couples are sharing a bedroom as they would in normal life. Of course, single participants would not be allocated a shared room unless they ask. There are 21 bathrooms in these accommodation units which average at 2 sharing with minimum occupancy and 3.5 sharing if maximum.

We anticipate that we will not be at maximum, as some participants have already expressed the wish to stay with friends or at a motel. So what do you do now?

If you are thinking of attending and staying at The Outlook, indicate your unit and bedroom preference, also telling us other people you would like to be near, and especially stating any health concerns that are affecting your decision.

The Queensland Club is handling all the accommodation bookings for the Outlook through the registration forms for the Pageant.

If you want to attend but cannot or don't wish to use the shared accommodation we have pre-booked at The Outlook, we suggest you book at one of the motels. We will certainly adjust your accommodation factor in the Pageant fees the fairest we can.

The Boonah Valley Motel is closest, and it is very nicely set out. The Boonah Motel is just a

bit further down the road. As we are still negotiating menus and costings, and it is several months before the event, final figures are not available for registration forms yet.

The committee is hopeful of having these registration forms available sometime soon. Your Pageant fee will include your accommodation (unlike previous pageants) and this is part of the reason we booked the complex and of course this will be on the registration form. And also a reminder, if you want to stay Thursday night before the Pageant or Monday night after the Pageant, this is also available at The Outlook, for a small additional fee as charged by The Outlook.

If you did this, a shopping trip in Boonah will help you provide your own food in the fully equipped kitchens or using the BBQs on the decks. New unit diagrams reflecting the changes from bunk beds are being prepared and will be uploaded to the PCQ site ASAP.

The committee has already been making purchases for filling your goodies bags, and filling in specific details in the program.

Hope to see you in Queensland in 2014
PCQ Pageant Committee For more info, see www.peugeotclubqld.org.au/peugeot_pageant.html



2014 Pageant Accommodation info August 2013

The accommodation we have booked at The Outlook can cater for about 85 people if every bed is occupied. However, with some bedrooms having 3 beds being used by a couple, and other rooms with two beds being used by a single person, the figure will reduce to about 70 being accommodated at the Outlook in the units.

If there is a group that would like real dorm living, we could always take some beds or mattresses and put them in a conference room! But most of us would prefer our own room so we can close the door occasionally on the talkfests!

There are wheelchair bathrooms in units 2, 4 and 7, and 7 is where the breakfasts will be.

Of course we also have access to the outdoor kitchen and amenities for caravans and tents, this will allow for more, so please ask for the special prices for these.

Remember, you can also talk to us about extra nights each side of Easter for only \$30 a night extra, and it may be possible to book a unit for yourself to stay longer in the area.

Better post your registrations and requests early to make sure you have a bed with us!

Some participants will want to stay elsewhere, and we have no problem with this, and have adjusted our prices for these participants accordingly.

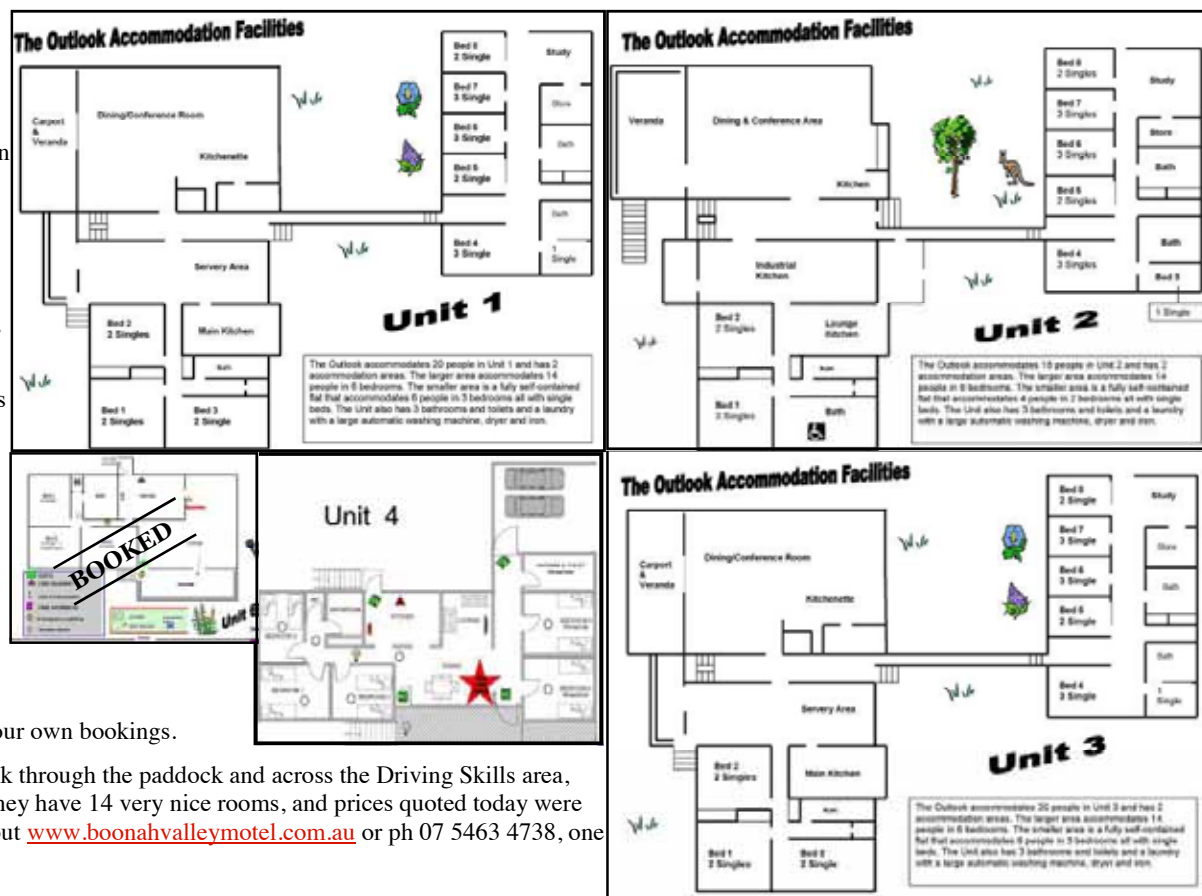
If you wish to stay in a motel, there are two at Boonah, and you should make your own bookings.

The closest one, Boonah Valley Motel, is right next door, and only a 500m walk through the paddock and across the Driving Skills area, but you would be better off to drive your Peugeot the kilometre to the venue. They have 14 very nice rooms, and prices quoted today were \$120 for 1 or 2 people, \$150 for 3 and \$165 for 4 all in the same room. Check out www.boonahvalleymotel.com.au or ph 07 5463 4738, one Pageant couple have already booked there.

The second motel at is the Boonah Motel, just 2 km down the road at the roundabout near the Visitor's Centre, closer to Boonah, with a combination of room possibilities, prices quoted currently are a single at \$99, couple \$110 or \$120 on Saturday nights, twin share \$120, 3 guests \$140 and 4 guests \$160.

For both of these motels, please say you are with the Peugeot Car Club.

Other accommodation is available in Boonah, including B & Bs and a hotel, check out www.boonah tourism.org.au for a full list.





PAGEANT REGISTRATION

Peugeot Easter Pageant 2014 in Boonah, Queensland

Friday 18 April to Monday 21 April

REGISTRATION, FEES AND PAYMENTS

Registration includes all meals from Friday afternoon Tea through to Monday Breakfast and any Pageant activities included in the weekend.

- Full Pageant including Accommodation at the Outlook \$300.00 per person X ☐ \$.....
- Full Pageant excluding Accommodation (booking own Motel) \$210.00 per person X ☐ \$.....
- Additional nights at The Outlook (Thursday and/or Monday) \$ 30.00 per person per night \$.....
- Full Pageant Caravan (powered Site) or Tent site (nil Power) at the Outlook — Price on application
- We will be accepting deposits of 50% until the 28/02/2014 and then final payment is required by the 05/04/2014.

1. Payment may be paid by either:

- Cheque made payable to Peugeot Club of QLD Inc, or
- Direct deposit to the PCQ bank account BSB 484-799, account number 160 683 825

Please identify your transaction with your name and the words "pageant 2014"

2. Indicate here how you paid: cheque enclosed; or direct deposit
 Amount paid \$_____ date ____/____/____

3. Post this form to Peugeot Club of Qld Inc PO Box 404, Everton
 Park QLD 4053 or

scan and email to 2014peugeotpageant@peugeotclubqld.org.au

2. Cancellation: If you cancel after April 5th. 2014, a charge of \$100 per registration will apply to recover costs incurred.

3. For any enquiries you can email 2014peugeotpageant@peugeotclubqld.org.au or phone Carol or Vern on (07) 33542646

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

Name(s): _____

I am interested in participating in the

Driver Skills Test: Yes No

Rocker Cover Racing: Yes No

Address: _____

Please list any dietary Requirements: or special needs _____

State: _____ Postcode: _____

Email: _____

Phone: (____) _____ Mobile: _____

What club will I represent at the Pageant: _____

.....Motel

.....Motel

What Model Peugeot will I be driving: _____

Registration number: _____

Other - Please advise _____

Signature: _____

If you have already booked your own accommodation please indicate if it is at: _____

Pugger Buggers around Canberra with Neville Summerill

A bit like a magical mystery tour of the sights in Canberra and surrounding districts from 3 May to 10 May 2014.

Any Pug will be OK as we are not on back roads but will have some gravel. We will be based at the Crest Motel at Queanbeyan on Crawford Street. The phone number is (02) 6297 1677. This motel is very reasonably priced, quiet, breakfast in a dining room included in the tariff.

Neville will need numbers booked by the end of March 2014 on phone number (02) 6458 7208. For any enquiries,

phone Neville. All members and friends of a Peugeot car club are invited.

3 May 2014. Day 1: Braidwood for its 175 year anniversary celebrations for a parade and car show. This will be great day out in this historic town. A display of 203s, 403, and 404s would be especially welcome.

Day 2: Return to Braidwood for more celebrations and billy cart derby. Or to Wings Over Illawarra at Albion Park Rail.

Day 3: The sights of Queanbeyan in the morning and the Australian War Memorial in the afternoon.

Day 4: Travel to Gundaroo, Collector, Breadalbane, Gunning and Yass.

Day 5: Sights of Canberra.

Day 6: Captains Flat, Jindera, and return through Burra and Googong.

Day 7: Travel to Corin Dam, Tidbinbilla, Mount Stromlo observatory, and return via the Royal Australian Mint.

10 May. Day 8: Our longest day to Adam-inaby via Tharwa, Naas, Yaouk to view the museum of Snowy Mountains memorabilia, then maybe a viewing of a tractor collection at Bunyan. Then home to Queanbeyan for a farewell dinner.

This is a chance for members, family and friends who have not seen what our national capital has to offer. Like me, I have not seen many either.



Peugeot will remain French – minister

PSA Peugeot Citroen will remain French, Industry Minister Arnaud Montebourg said on Tuesday, days after sources said the loss-making firm was in talks with China's Dongfeng and the French government over a capital increase.

Peugeot is eyeing a possible deal under which China's state-owned Dongfeng Motor Co Ltd and the French government could each contribute €1.5 billion and acquire 20 to 30 percent of the carmaker, sources close to the matter have said.

Under such a plan, the Peugeot family would lose control of the company because the cash injection would dilute its 25.4 percent stake and 38.1 percent in voting rights.

"PSA will remain a French company," Montebourg told *Le Parisien* daily in an interview.

Asked if that meant there would be no Chinese investment in Peugeot's capital, Montebourg said: "I didn't say that. What I'm saying is that the company will stay in France and will remain French."

Peugeot has confirmed it is studying new industrial and commercial projects with different partners but has not given any detail and has not confirmed talks over the €3-billion capital increase plan.

Paris-based Peugeot, which is slashing jobs and plant capacity, entered an alliance with General Motors last year and sold a stake to the U.S. carmaker in a €1 billion capital increase.

GM scaled back cooperation with Peugeot months into their alliance and later turned down a government-backed merger,

people familiar with the matter said.

The Peugeot family has indicated it was ready to give up control as the company carried out initial soundings on a Dongfeng tie-up, while attempting to revive talks on a deeper alliance with GM.

Reuters



'Emotional' day as last car leaves PSA's Aulnay factory

Simon Warburton

A major French union described production a few weeks ago on 25 October of the last vehicle at PSA Peugeot Citroën's Aulnay plant as 'emotional' as the reality of the automaker's restructuring plan kicks in. The Aulnay site will continue to produce spare parts on its body in white line until 2014 while assembly of the Citroën C3 will now be transferred fully to the Poissy plant, west of Paris.

That final C3 will be delivered to the Conservatoire Citroën brand heritage centre.

Since the Aulnay redundancy plan was introduced earlier this year, a total of 2,700 employees out of 3,000 have been redeployed or have started the redeployment process.

Of these, 1,100 are covered by in-placement, 1,100 by out-placement and 500 by retirement or out-placement leave. The employee redeployment period is scheduled to end on 31 March, 2014.

"Of course, the fact a factory closes, it is clear it unleashes emotions," Confed-

eration Française des Travailleurs Chrétiens (CFTC) union leader, Franck Don, told just-auto from France.

"It is a very big emotion because we are in the middle of losing our businesses. The loss of French industry is a problem.

"It is absolutely symbolic because it is a very long time producing cars at Aulnay."

The CFTC leader added despite the Aulnay closure, there were plans to re-industrialise the site, with businesses such as ID Logistics moving in from 2015 employing 590 staff, while scrap companies are also thought to be interested.



Citroën inaugurated the Aulnay-sous-Bois plant in 1973 on a 170-hectare site in the north-eastern suburbs of Paris, located near the A1, A3 and A104 motorways.

In 1976, Aulnay became a PSA Peugeot Citroën site after Peugeot acquired Citroën from Michelin.

The plant has produced a total of 8,568,391m vehicles.

Just-auto

Peugeot, Renault to end production alliance in France

Carmakers PSA Peugeot Citroen and Renault are about to end cross-shareholdings in two French plants that made up their last production alliance in the country, spokespeople for the companies said on Wednesday.

PSA will buy back the 50 percent stake Renault currently holds in its Douvrin engine plant in northern France, while Renault will buy back the 20 percent stake PSA holds in its nearby Ruitz site, which makes gearboxes.

Both carmakers would then fully own each site, respectively.

Financial terms were not disclosed, and both companies said the move would not have an impact on the roughly 3,000 jobs at the Douvrin site nor on the 600 at Ruitz.

But it marks the end of a partnership dating back to 1969 and is a reminder of how France's leading carmakers have drifted away in recent decades.

Renault has since partnered with Japan's Nissan Motor Co while Peugeot has teamed up with General Motors and is recently mulling a tie-up with China's

Dongfeng, according to sources familiar with the talks.

Euronews

PSA Hybrid Air powertrain development on track

PSA Peugeot Citroën's advanced Hybrid air powertrain is on track to be launched in 2016.

Set to be launched in B-segment vehicles, the Hybrid Air powertrain uses a petrol engine, compressed air, a hydraulic motor-pump and an automatic transmission with an epicyclic gear train.

The system enables cars to operate in three different modes including petrol only, air only and petrol / air combined.

Peugeot has remained relatively quiet about the system but previously stated it could enable the Citroën C3 or Peugeot 208 to average 2.9 L/100km (81.1 mpg US / 97.4 mpg UK) with CO2 emissions of 69 g/km.

The company also noted that the cars could operate as a zero emission vehicles - in Air mode - for 60 to 80 percent of the time in city traffic.

Peugeot recently showed off a 208 Hybrid FE Concept at the Frankfurt Motor Show. Originally supposed to get the equivalent of 111 mpg and emit only 49 g/km of CO2, Peugeot thinks

it could actually achieve up to over 141 mpg since it will be built with lightweight materials. Not bad for a cute hatchback that can get up to to 62 mph in eight seconds.

Auto Express



Pug 2008 touchdown

Peugeot launched its crucial 2008 compact crossover in October, with an aggressive starting price of just \$21,990 (plus on-road costs), with the local importer aiming to improve its sales performance in Australia and capitalise on a booming new market segment.

The bold pricing move for the all-new city SUV undercuts the recently launched Holden Trax by \$1500 and matches the soon-to-be released Nissan Juke, giving the European contender every chance of securing a foothold in one of Australia's fastest-growing segments – up 20 per cent this year – which is swelling with contenders and has the Ford EcoSport, Renault Captur and others still to come.

The 2008 is a key plank in the company's strategy to push volume here following a six per cent sales slide so far this year.

Together with the second-generation 308 from mid-2014, and the recently released 208, the 2008 will underpin a refreshed product focus led by Mr Gillespie's replacement, John Startari, in the newly created role of Sime Darby Distribution general manager for both Peugeot and Citroën vehicles.

Peugeot claims the 2008 is its first truly 'international' model in the car-maker's

131-year history, and names Australia – along with South America and Asia – as one of the major growth markets.

To that end, all stops have been pulled out to bring the 2008 to Australia in record time for a Peugeot model, arriving here just six months on from its European launch to establish the brand as one of the segment pioneers.

It is hoped that the newcomer will gain an early foothold in the city SUV segment. PSA says demand for the 2008 has already far exceeded supply in Europe.

Architecturally, the 2008 is built on PSA's 'PF1' platform that debuted back in 2002 with the Citroën C3, seen locally here with the 207 and now the 208.

It benefits from many of the 208's kilo-paring measures such as the extensive use of lightweight materials and minimal front and rear overhangs, but is stretched and raised for its role as a crossover. Its development began in France in 2010.

Key overall length (4159mm), width (1739mm) and height (1556mm) measurements are 195mm, 25mm, and 96mm larger than the 208 respectively, while ground clearance is 165mm – 25mm higher than the baby hatch. Wheelbase comes in at 2538mm.

Unlike the old 4007 and existing 4008 SUVs, nothing is shared with any Mitsubishi model. Significantly, no all-wheel-drive option is in the pipeline at this time. It has a clever system called "Grip Control" on some variants, which was seen first on the 3008. Hopefully it survives

as an option locally a lot longer than it did on the 3008.

While reflecting similar styling cues, the five-door wagon body is completely different to the 208 (as opposed to the slow-selling 207 SW wagon that it replaces), with considerably more interior space for its more family-focused orientation.

Corresponding with the added ride height are loftier seating positions, but the deep side windows and a driving position defined by a low-set steering wheel and high-set instrument binnacle are pure 208.

But the crossover does gain specific blue dash lighting and an 'aviation-style' manual handbrake, as part of a redesigned lower console area, while LED roof track lights and a glass roof are unique options.

The base 2008 Active is available in two petrol drivetrain specifications – a 1.2-litre three-cylinder VTi with a five-speed manual, and a 1.6-litre four-cylinder VTi available with either a five-speed manual or afore-mentioned four-speed auto.

Tipping the scales at a flyweight 1053kg, the 1.2 triple produces a diminutive 60kW of power at 5750rpm and 118Nm of torque at 2750rpm, resulting in a 0-100km/h dash time of 13.5 seconds on the way to a 169km/h top speed.

It returns official combined-cycle fuel consumption of 4.9 litres per 100km on 95 RON premium unleaded, which is equivalent to 114 grams per kilometre of CO2.

In comparison, the 1086kg 1.6-litre four delivers 88kW at 6000rpm and 160Nm at 4250rpm, completing the 0-100km/h run in 9.5 seconds (1113kg auto: 11.2s). It also returns 5.9L/100km (auto: 6.5L/100km) and 135g/km (auto: 150g/km).

Aided by automatic engine idle-stop technology, the 1164kg 1.6-litre e-HDi four-cylinder turbo-diesel Outdoor model is a five-speed manual-only proposition.

The HDi produces 68kW at 4000rpm and 230Nm at 1750rpm and reaches 100km/h from standstill in 11.5 seconds. It has a 181km/h top speed, while economy and CO2 emissions are 4.0L/100km and 103g/km respectively.

Unfortunately, the higher-output 84kW/270Nm 1.6 HDi with a six-speed manual transmission is not earmarked for Australia for the time being.

As with the 208, the steering is an electric rack and pinion set-up, while the suspension is via 'pseudo' MacPherson struts up front and a torsion beam in the rear.

All 2008s include a full suite

of front, side and curtain airbags, ESC, ABS brakes, hill-start assist, cruise control with speed limiter, a rear camera within a seven-inch multi-function touchscreen, rear parking radar, roof bars, Bluetooth/USB audio and alloy wheels.

The local launch of the 2008 brings the introduction of a 5 Year "Assured Capped Price Servicing Plan". This plan will only cost the customer \$369 a year over the five years.

The 5 Years Assured Capped Price Servicing Plan covers the vehicle's first five years of servicing, or the first 75,000km, whichever occurs first.

Under the 5 Years Assured Capped Price Servicing Plan the service schedule will be 12

months/15,000kms (whichever occurs first); therefore the previously free Intermediate Check is no longer performed.

Peugeot 2008 pricing*

1.2 VTi Active \$21,990

1.6 VTi Active Petrol (a) \$24,990

1.6 VTi Allure Petrol \$27,990

1.6 VTi Allure Petrol (a) \$29,990

1.6 e-HDi Outdoor \$31,990

*Excludes on-road costs.

The Pugilist



Shake-up in the Lion's den

Peter Wilson

Christmas has come early for Peugeot bargain shoppers with the Australian distributor rolling out some generous special offers as part of its recovery plan.

The price blitz, backed with a modest TV campaign, is an early move to boost the year-end sales tally as yet another new model, its small SUV, the 2008, makes its debut here.

Although Peugeot saw an improved result in September in the wake of the federal election, with 385 sales the best result since June, it was down 11 per cent on the previous September's 436 units and well behind Renault's 651. With the year-to-date tally of 3,413 units being well behind the 4,078 for the same period last year and the prospect of finishing the year below target, it was time for serious action on prices.

In previous sales, Peugeot has offered high value packaging of model special editions – such as the 207 Sportium – when a model is coming up for replacement. This time, among packages available until the end of the year, the 308 Allure gets the limited edition treatment.

The 1.6-litre petrol six-speed auto has been optioned up with metallic paint, 17 inch alloys, leather seats and five-year

warranty for a driveaway price of \$29,990, the equivalent of \$5,000 off.

This enhances the appeal of the 308 until its replacement, called the New 308 in Paris and boasting a new platform, is available in right hand drive; in the UK in the new year and months later in Australia.

The three-oh series; Peugeot's volume seller here since the 306 in the 1990s, has been eclipsed and this year sales are down 40 per cent on the same period in 2012.

The Peugeot 4008 has overtaken the 308 as sales leader, the doubling of its registrations this year reflecting the huge growth of SUV demand. Official VFACTS figures show SUV sales are up 8.9 per cent in the year to September and the 4008 is in the small SUV category that has shown 19.6 per cent year-to-date growth.

The 4008 on sale is the two-wheel-drive Active, kitted out with a 2.0-litre petrol engine, manual gearbox and 16 inch alloys at \$28,900 driveaway.

Peugeot's other Mitsubishi-based SUV, the medium format 4007, is priced \$7,000 off at \$39,990 as a seven-seater with the Peugeot 2.2-litre HDi auto, 18 inch alloys and leather.

Paris had high hopes for both the 4007 and the 4008 but the results have been disappointing, except for the 4008 in Australia. Sales of the 4007 peaked at 13,700 units globally in 2008, far short of the target of 30,000. In the first half of this year, global sales of the 4007 fell to 660 units and the 4008 made 4,170 units, the company reported (*perhaps Peugeot should*

look at styling if it wants answers to its sales woes - ed).

Peugeot does better internationally with its own crossovers, the 3008 with a first half 73,660 and the 2008 with 17,560, while its top model remains the rising star 208 hatch (178,830).

Sales of the 508 have slumped 40 per cent locally and keen pricing of the Allure 2.0-litre HDi auto with metallic paint, leather trim and 17 inch alloys at \$42,990 is aimed to give its registrations a good nudge.

Rounding off the sale is the Expert van at \$8,000 off, bring the price to about \$37,400.

It has a 2.0 litre HDi engine with a choice of auto or manual gearbox and 2.9 per cent finance. Introduced here five years ago, the Expert has been a slow seller in the light commercial category dominated by the Toyota Hiace and the Hyundai i-Load, but it has outlasted its locally discontinued clone, the Citroën Dispatch.

Meanwhile, the 2008 was launched in Canberra last month and a new helmsman was in charge, Citroën chief John Startari in the newly created role of Sime Darby Distribution general manager. In an internal review, the company questioned the need for two general managers; Peugeot's Bill Gillespie drew the short straw and quit to leave Mr Startari in charge of both brands' teams and reporting to new Australasian chief Pat McKenna.

Mr Gillespie originally joined Peugeot

Automobiles Australia as national sales manager 18 months ago and replaced Ken Thomas as chief in May 2012; late last year he was also handling the marketing role. He brought his enthusiasm for motor racing to the brand and arranged for the pair of hot RCZs to race at Bathurst.

Club members met him on Redex Rerun occasions. Mr Startari, who joined Sime Darby to head Citroën when it took on the brand in February, acknowledged the work Mr Gillespie and his team had put into negotiations with France to line up a range of new models and in preparing a turn-around plan for the marque.

"Next year with the new 308 in the back half of the year, we believe we will start to build again with what Bill has put in place with the products that we will have, and that will yield steady growth in the foreseeable future," he told GoAuto News.

"With the 2008, given it's a new segment, we're estimating on taking about 10 per cent share of a segment that should do about 500 units per month, so that's about 50 units per month." The 2008 is a subcompact based on the 208 light hatch and should begin well with an aggressive starting price of \$21,990 — which is less than the \$23,490 for the Holden Trax. However, competition will hot up as Renault and later Hyundai, Kia and Toyota plan to bring in their new

entries.

Peugeot rumblings are that the hybrids, the Malaysian 408 and the Czech 108 may not eventuate and that the Partner will go.

Before Citroën, Mr Startari was managing director of Proton Cars Australia for 10 years

and for five years also led its Lotus offshoot. He had a Peugeot link very early in his career when he was service manager of the Banks-town Motor Group from 1992 to 1997.

The Pugilist



The 205 at thirty

Jonathan Poolman, 205 Registrar

Thirty years ago, I bought a 403 which was just over 20 years old, but clearly from a different era. It was a typical Peugeot of its time. The same year, the company launched the model that would change its image forever, from staid and solid to modern and mainstream.

Thirty years on, the 205, while obviously dated, clearly belongs in the modern era. It is also typically Peugeot, but shows how the company and its image have evolved, in no small part due to the success of the 205 T16 in the short-lived international rallying Group B during the mid- 1980s.

Although the T16 had a 205 serial number, in practice it bore only a very superficial resemblance to the model, with a completely different mechanical layout.

The GTi also enjoyed considerable success in rallying in the hands of Richard Burns, whose career it launched, and Louise Aitken-Walker. The mainstream and

sporting versions of the 205 both re-positioned Peugeot in the market and redefined the small diesel as a sensible choice, combining excellent fuel economy with reasonable refinement and good performance, when its competitors were mostly under - powered and unsophisticated.

The GTi was also (and is still) widely regarded as the definitive GTi, improving on Volkswagen's original. Launched in early 1983,



the 205 was initially available only as a 4-door hatchback and, in size terms, was a direct replacement for the 104, which remained in production until 1988.

Instead of being numbered 105, it was (apparently) given the 205 number in reference to Peugeot's first front-wheel drive car, the 204, which had been a considerably larger conventional saloon and estate.

The 2-door hatchback followed in late 1983 as the GTi 1.6 and other 2-door variants matched the 4-door versions; the 2-door versions were generally badged as X- and the 4-doors as G-, except for the GTi, although there were many exceptions.

The 2-door cabriolet version, built by Pininfarina as the CTI and later the CJ, was launched in 1985 and there were several limited number variants built, particularly in the later years of production, as well as a 2-door van, the XA.

The last right-hand drive cars were built in 1995, though the model remained in production until 1999, as its intended successor, the 106, was perceived as a smaller car and this mirrored the overlap between the 205 and 104.

Even in its most basic form, as the XE or GE, the 205 could comfortably accommodate 4 adults (albeit with limited luggage and in fairly spartan surroundings), while the higher-specification variants, especially the GR and GRD, brought additional refinement and improved performance at reasonable cost.

With its 50 litre (11 gallon) fuel tank, the

205 was capable of long journeys without frequent refuelling, particularly in its diesel form, where a consumption of over 50 mpg was normal, though the petrol variants were also very fuel efficient.

The diesel engine was available in turbo-charged form in later years, initially in GTi equivalent trim, but eventually in lower specification models, particularly towards the end of right-hand drive production.

The performance was improved, but, lacking under-bonnet space for an intercooler, it had a lower compression ratio than the normally-aspirated version and fuel economy was significantly reduced.

The 205 today is a truly practical classic and collector's car, from the bottom-of-range XE, with its 954 cc engine, to the range-topping GTi and its more-luxurious counterpart, the Gentry, sharing an engine of twice the capacity.

Between these extremes, a plethora of models was available in a variety of trim levels and engine sizes. A glance at the Auto Trader website, or on eBay, shows that there are still plenty of 205s available, at prices from the practically giveaway to the frankly ridiculous, but

many are perfectly affordable at under \$1000 and often with low mileages.

Diesels are much rarer than petrol models and have often completed huge mileages, but low-mileage examples still appear; unsurpris-



ingly, the upper price range is occupied by GTi's.

Buying a 205 is not a particularly risky business, although the principle of caveat emptor definitely applies to the GTi (and other higher-performance versions that may have led

a hard life).

Corrosion is not a major problem as Peugeot introduced excellent prevention measures (although the 305 and 505 were already a huge improvement over the 04-series cars where rust was an ever-present threat).

The earliest 4-door cars could suffer from corrosion at the lower edges of the door windows, while the 2-door cars commonly suffered from corrosion in the join between the rear end of the sill and the rear wing.

Early GTi's sometimes suffered from poor paint which could erupt into pock-marks around stone chips, but this should have been addressed. Otherwise, there is little to report, though if a tail-gate window has been replaced, corrosion of the aperture can occur and, on cars fitted with sun-roofs, the drain tubes can clog, leading to water ingress.

Mechanically, the cars are sound, though the rear suspension torsion-bar bearings are prone to failure with age and

mileage if not regularly lubricated, being in an exposed position; this is usually indicated by one or both of the rear wheels having a pronounced inward tilt at the top. Although it is repairable, it normally requires removal of the

sub-frame to replace the bearings, which is costly.

Corroded brake pipes are not uncommon, though this is not peculiar to the 205. Engines are robust across the range, although it is important to ensure that the cam-belt has been changed on schedule, or, if not, to factor in an early replacement and adjust the price accordingly.

Gearboxes are also robust, though it is worth noting that the early cars retained the gearbox-in-sump arrangement, so irregular engine oil changes or poor quality oil can affect their longevity.

As GTi's are likely to have been driven harder, all these aspects are particularly important and a good service history or proof of rectification or restoration work completed is essential.

The GTi differs in several respects from the lesser models, with alternative brake and suspension arrangements, as well as the greater complexity under the bonnet, which renders access more difficult.

A wide range of spares for most models is still available (mostly from specialists

now, though some can still be sourced through dealers), but some original parts are no longer available, eg GTi-specific body panels and cabriolet glass.

There are 3 distinct series of 205s: the first cars were produced from 1983-87 and had



a different VIN from later cars (VF3741), with a different (and now unobtainable) dashboard and a different tailgate spoiler where fitted.

The second range (VF320) was produced until 1990 and is externally identical to the earlier cars, but with a revised dashboard; and the third range was produced until the end,

with black plastic exterior trim replacing the previous grey, clear front indicator lenses and different rear lights.

There were other minor changes, eg the last cars had a plain-painted tailgate in place of the louvred-effect plastic panel of earlier cars and it is worth noting that the last cars were produced in a different plant from the majority of production and re-introduced faults seen on the earliest cars, eg leaks around the windscreen arch into the footwells.

The 'How Many Are Left' website, based on DVLA figures, shows that there are around 14000 licensed 205s in the UK and around 8600 SORN.

Unsurprisingly, the GTi is the most numerous single model, with around 2150 licensed and 3800 on a SORN, reflecting its popularity, with the 1.9 being more numerous in each category. Around 10% of the licensed

205s are automatic, 5% are turbodiesel cars, 25% are GTi's, CTi's and other 'special' versions, 30% are normally aspirated diesel cars, 25% are 'other' petrol cars and 2% are vans, the vast majority diesel or turbodiesel.

The Peugeotist

PAC Minutes of Annual General Meeting (AGM)

26 October 2013

Weston Club, Weston ACT

Persons Present

Brad Pillans (Chair)
 Peter Rees
 Bill McNamee
 Neil Sperring
 Glen Bryden
 Mike Garrett
 Neil Birch
 Greg Francis
 Allan Lance
 Matt Gleeson
 John Geremin

Apologies

Ross Stephens
 Colin Handley
 John Bower

Minutes of the last AGM

The minutes of the last AGM, held on 23rd October 2012, were accepted. Moved BP. Seconded BM. Carried

President's Report

Brad summarised the main activities of the club during the past 12 months, including Wheels, Battle of Waterloo (won by the French forces, this year), Easter Pageant (Brad and Sue Pillans attended the event in

Albury) and regular monthly meetings. Brad also thanked Lisa Molvig for organising French Car Drives and the outgoing club committee for their work.

Brad moved that the President's Report be accepted; seconded NS; carried.

Treasurer's Report

Glen tabled the audited Financial Report and advised that the closing balance as of 30/09/13 was \$10,892.64 which was similar to last year's balance, as of 01/10/12, of \$10,919.97.

Glen moved that the treasurer's report be accepted. Seconded NB. Carried.

In view of the club's excellent financial position, Glen moved that the membership fees remain the same. Seconded AL. Carried

A motion was put that \$8,000 be moved to an interest bearing deposit, with a term of up to 12 months. Moved GB; seconded JG; carried

Election of Office Bearers

All positions were declared vacant. John Geremin was appointed as returning officer to run the election of office bearers. The results of the election are given in the table below:

* Greg Francis and Neil Sperring were nominated as club delegates to the Council of ACT Motor Clubs (CACTMC)

Other business

1. Members were advised that CACTMC

had elected new office bearers – to be advised.

2. Brad advised that a Christmas BBQ will be held in conjunction with the Renault Club on Sunday 1 December at Lake Ginninderra.
 3. French Car Day would be held at Telopea Park School on Saturday 2 November – all welcome.

4. Mike Garrett suggested that the club consider having a Facebook page. There was general meeting support for this initiative, and Mike was asked to follow up.

5. The incoming committee was asked to investigate producing club merchandise.

The meeting closed at 9.50 pm

Position	Person Nominated	Nominated by	Seconded by	Result
President	Brad Pillans	Neil Sperring	Greg Francis	Elected unopposed
Vice President				No nominations; TBA
Secretary	Ross Stephens	Neil Sperring	Allan Lance	To be confirmed with Ross
Treasurer	Glen Bryden	Bill McNamee	Allan Lance	Elected unopposed
Technical Officer	Bill McNamee	Brad Pillans	Peter Rees	Elected unopposed
Roar Editor	Peter Rees	Allan Lance	Neil Sperring	Elected unopposed
Production Editor	Allan Lance	Peter Rees	Neil Sperring	Elected unopposed
Social Secretary	Colin Handley	Glen Bryden	Allan Lance	To be confirmed with Colin
General Committee	Greg Francis*	Brad Pillans	Neil Sperring	Elected unopposed
	Neil Birch	Brad Pillans	Greg Francis	Elected unopposed
	Neil Sperring*	Brad Pillans	Bill McNamee	Elected unopposed
	Mike Garrett	Brad Pillans	Neil Birch	Elected unopposed
Public Officer	Geraldine Butler			Appointed