

ROAR



Magazine of the Peugeot Association of Canberra

PAC AGM - This Tuesday 22 October 2013



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October 2013

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24 September 2013



ON THE COVER

A dream garage: Peugeot 404 Coupe, and Peugeot 504 Cabriolet. Photo from Mike Garrett.

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(PAC)

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

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Greetings all,

This month's club meeting is our Annual General Meeting and will be held at the Weston Club on Tuesday 22 October at 8pm, with dinner and drinks from 7pm. AGM's can be boring affairs, but that is certainly not the case in our club, as past AGM's have demonstrated. In fact the business part of the meeting is very short, and the rest of the evening is devoted to more pleasurable activities – including interesting reports on where members have been on recent travels, technical talk, looking at the latest magazines from other clubs etc. This year, we are offering a complimentary drink to every AGM attendee.

My son, Geoff, owns a very tidy 1985 (series 1) 505 GTi, with around 170,000km on the clock. Recently, when reversing out of the driveway he heard a 'clunk', and then spotted a pool of oil with an oil trail following him down the driveway. Crawling under the car, revealed a neat hole in the diff casing and a piece of metal on the ground – see photos.

Clearly a new diff was in order, so Geoff



sourced one in Melbourne and decided to have it fitted by P504, well known Pug specialists in Sydney, where he lives. Sadly, Geoff lives in the far south of Sydney and P504 is way up north, so the question was – how to get the car across town?

Geoff began by plugging the hole with QuikSteel epoxy putty:

According to Geoff, the putty worked a treat – you knead it in your hands until the two components mix and it becomes warm, then it bonds in around 4 minutes, and cures completely in an hour. I remember using something similar, many years ago, to plug a holed fuel tank in my 404, with the same result – it worked a treat.

Next step – put some gear oil in the diff, but

Geoff discovered that he didn't have any tools that would fit the square-socket on the filler plug. Neither did Bunnings or the local auto shop, or his neighbour. The guy at the auto shop said he had another Peugeot owner looking for the same thing once before, and couldn't help him.

So, since he couldn't remove the filler plug to add oil, Geoff decided to drive it dry, and if it broke completely he would just get a tow. Luckily he made it all the way there (~50km) in peak hour traffic (about 2.5 hours) without any issues. Apparently it made quite a noise, and probably got quite hot, but it made it just fine.

Here is Bill McNamee's take on what happened:

"The problem was almost certainly a broken planetary gear and a fragment got caught on the crown wheel and knocked a hole in the housing. It will continue to work but there is always a chance a new hole will be formed. A rare occurrence, but I have seen it in all Peugeots RWD hypoid diffs and many of the FWD BE series transmissions. Peugeot do not seem to try very hard with planetary gears."

I have yet to hear how the diff transplant worked out, but will report the outcome in my next column.

Keep on Pugging,

Brad Pillans

2013 COMMITTEE

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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

406 HDi

HDi, 270k. Ex-John Nicholas car. Asking around \$4,000. Phone Graham Taylor, 99052 4068 SYD or 62396674 CBR.

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.

306 XT

306 XT 1998 Hatchback, Silver, 150,795kms, 5-speed manual, 1.8L petrol engine. Good condition. Rego number - YGH-91M, ACT Rego until Nov 23, 2013. See photo below. \$3500 neg. Contact Mark on 0431475436. vmarksearle@netspeed.com.au. Waramanga



CLUB EVENTS 2013

- 22 October** Annual General Meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.
- 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 proposed schedule of 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
14 th National Capri & Classic small Ford Muster	25 -27 October 2013			
Canberra Swap Meet	3 November 2013	EPIC – Mitchell		
MARQUES in the Park 2013	10 November 2013	John Knight Park Belconnen	Nick Arnott	American Car Club – 0400 470 100
Canberra Ute Car & Truck Muster	16 – 17 Nov 2013	Hall polo cross grounds	Kelvin Fahey	0466 240 085 www.canberramuster.com
Queanbeyan Swap meet	23/24 November 13	Queanbeyan Show Ground	0427 267 927	www.qbnswap.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
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



Shine Dome 403

The Canberra Times recently published this wintry 1960s photo of the Shine Dome, with a Peugeot 403 parked amid snow.

Does this strike a chord with PAC members? Let us know if you have any clues about the owner and the car.



From the 60th Redex Rerun

What it's like on the road – just when you're thinking of that cold beer to clear away the dust of the day.



From the 60th Redex Rerun

Meanwhile, when the cars stopped in Inverell, the local paper managed a snap of Flash Flanagan, who was navigating for Geoff Boyd in his 1955 Peugeot 203. Flash told the paper he had not navigated for Geoff for 38 years and the rerun was a good chance to catch up.



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.

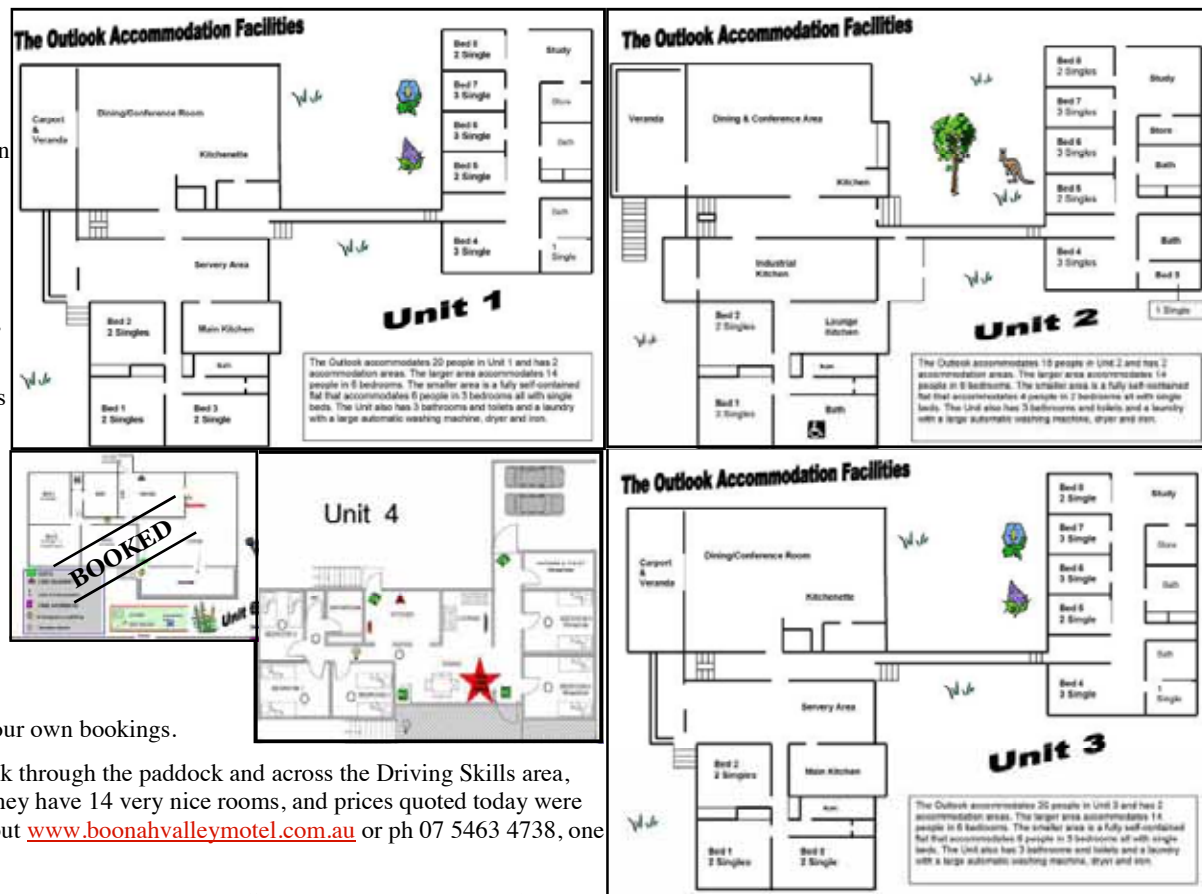
If you wish to stay in a motel, there are two at Boonah, and you should make your own bookings.

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

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:

Peugeot - Citroën's Hybrid air – batteries not required

You might be forgiven for thinking that a few screws might have worked loose among the engineers over at PSA, the parent company of Peugeot and Citroën.

Earlier this year they proudly wheeled out a concept hybrid car powered by compressed air, apparently promising to unleash the awesome power of balloon animals onto the road by 2016.

Actually, there's a lot of cool-headed sense behind the Hybrid Air proposal. PSA's notion is to create a hybrid that relies on well understood principles of pneumatics and hydraulics – advanced plumbing skills, basically – removing the need for any costly lumps of battery technology.

As a result, PSA thinks air-assist should prove to be a good way to boost the fuel efficiency of cars in the highly price-sensitive supermini sector. The basic concept of a hybrid is to take an ordinary car and add a system to capture, store and reuse energy that would otherwise go to waste, in the process reducing the need to burn as much fuel to get from A to B.

So far, hybridisation has mostly meant adding an electric motor and batteries to a petrol or diesel engine. Handily, electric motors are reversible machines – put electricity in and they spin, or spin them and electricity

comes out.

This neatly means that a hybrid's electric motor can double as a generator. When a hybrid car slows down, the motor is connected to the wheels and the momentum of the car spins the motor as a generator, stuffing energy into the battery (a non-hybrid car, by contrast, mostly turns momentum into waste heat in the brakes).

When the hybrid needs to speed up again, energy flows back out of the battery, spinning the motor to propel the car along

(either alone or in concert with the hybrid's engine).

Hybrid Air does much the same. In place of an electric motor it uses a conventional hydraulic pump and motor. And in place of a battery it uses a compressed air tank as its energy store.

The PSA system offers one distinct advantage, besides cost. It employs purely mechanical processes, so there is great potential to build a system that is simple, responsive and highly efficient.

In an electric hybrid, there are mul-



multiple energy conversion processes in the round trip from wheel back to wheel – from mechanical momentum in the car, through electromagnetic fields inside the motor, through electricity in the cables, and finally to chemical reactions in the battery, and then all the way back again. By contrast the journey from momentum to hydraulic pressure to air pressure and back again is a much simpler process.

The big drawback? If you want to stuff a lot of energy into a compressed air tank (and not have it burst like an overstretched balloon) the tank will need to be both big and heavy. PSA isn't quoting figures yet, but it will be doing very well if, for every kilogram added to the car's weight, it can store even a third of the useful energy that an automotive lithium-ion battery might manage.

As a result, we are unlikely to see compressed air hybrids appear among larger cars, where the energy storage needs are greater, and weight would tend to increase in a viciously circular spiral.

But for the small cars that are PSA's bread and butter, Hybrid Air seems like a clever and very welcome piece of technology.

Green Motor.co.uk



Peugeot 508 HYbrid4 saloon - the car without rivals

Glenn Brooks
4 October 2013

Is there another sedan sold anywhere with diesel-electric power and all-wheel drive? After a week with the 508 HYbrid4, Glenn Brooks believes he has found that rare car - one with no direct rivals.

The hybrid version is surely the sleeper version of the 508 saloon range. Even for incurable car spotters such as me or Mr Deputy Editor Roberts, it can be hard to tell if it's a diesel-electric when you're sitting behind a 508 in traffic. I've had a go in its brothers, the 508 RXH as well as the HYbrid4 versions of the 3008 and Citroën DS5 and somehow, the 508 saloon feels different. Where the DS5, especially, seems to be aimed at the enthusiast driver, the Peugeot feels more limo-like.

One of the aims of Peugeot UK bringing the car in to this market is to get fleets thinking about the advantages of diesel-hybrid vehicles. The story is a good one: CO2 emissions of 95g/km (107g/km for the 508 RXH) and for 'user choosers', a

low Benefit-in-Kind taxation rate of 10% (12% for the RXH). For businesses, both vehicles attract 100% Capital Write-down Allowance, i.e. there is no further value to be carried over for taxation into the following year.

The HYbrid4 version of the 508 saloon has been available in Britain since last year. Powering it is the combination of a 2.0-litre four-cylinder turbo diesel engine and one electric motor. The front wheels are driven by a 163bhp (120kW) 2.0-litre HDi FAP turbo-charged diesel, with rear wheel drive provided by an electric motor. The latter also allows an all-electric drive mode (no tailpipe emissions). Torque is claimed to be 500Nm and total power is said to be 200bhp. The transmission is an automated six-speed manual gearbox and stop-start also features.

PSA has packaged the hybrid system's

components carefully but you do still lose some boot capacity compared to the combustion engine only versions of the saloon. You also can't have a spare tyre in the HYbrid4; it's the only 508 saloon which comes with a standard puncture repair kit. The nickel metal hydride batteries are mounted beneath the boot floor, along with the electric motor.

You can drive in any of four different modes, one of which allows electric-only





power, though the diesel engine will kick in under hard acceleration. Another activates both power units if constant four-wheel drive is wanted. You might be wondering why PSA hasn't (yet?) launched a PHEV version of its HYbrid4 system but it's worth recalling that when the 3008 diesel-electric went on sale in 2011 its technology was radical stuff. Perhaps a plug-in derivative of one of the existing HYbrid4 Peugeots and Citroën is on the way for 2014?

The manufacturing side of the story will be of interest to many readers as the hybrid versions go down the same line at Rennes-la-Jannais as other 508 saloons

and estates. This plant in western France also builds the Citroën C5 saloon and estate as well as all versions of the DS5 sold in Europe. PSA and Changan's newly opened CAPSA joint venture factory in Shenzhen builds the DS5 for China but an older factory, Wuhan No.2 in Hubei province, makes the 508 saloon for the local market. There is even some 508 assembly in, of all places, Kazakhstan. The car has been put together there by PSA's partner Agromash since the N.H. summer. It is assembled alongside the 308, 5008 and Partner at a plant in the city of Kostanay.

The 508 sedan is sold in North America, you might be surprised to know, though not the HYbrid4. Mexico is the car's sole market in that region, sales having commenced in 2012 for the 2013 model year. With Europe, China, the Americas, Africa and the Pacific Rim covered, that leaves just India. Until April 2012, PSA would only say that a facility at Sanand in the state of Gujarat would build a Peugeot 'sedan'. This was an official response to multiple reports during 2011 and into 2012 of an imminent announcement on a new plant for the country. The first cars had been due to roll off the line in 2014 but in April last year, PSA suddenly said it might instead build cars in India at a GM plant. Since

then....silence.

However, in October 2012, GM and PSA stated that a 'joint programme for mid-sized cars' would be one of four co-developed architectures to be launched 'by the end of 2016'. This platform was to be for Opel, Vauxhall, Peugeot and Citroën models. The likely PSA cars would have been the replacements for the Peugeot 508, Citroën C5 and DS5, while for GM it would have been the follow-up to the Opel and Vauxhall Insignia.

In December 2012, GM and PSA appeared to change their minds - there was no mention of a shared large car architecture when the firms issued a press release summarising future joint projects. What this now means is almost certainly that GM will develop its own Insignia replacement and PSA will base its next large-ish models on EMP2, a newly introduced architecture. The Citroën C4 Picasso and Grand C4 Picasso, as well as the new Peugeot 308 are the first three models but many others will follow.

While PSA's PF3 platform cars - 508, C5 and DS5 - are made at Rennes, the modular hybrid rear drive axle is assembled and supplied from another of PSA's French plants, Mulhouse. GKN Driveline delivers electric drive system components to this facility for assembly in hybrid modules, and batteries are supplied by Sanyo.

The W23 series 508 is getting close to the mid-life part of its lifecycle, having been launched in France in 2010. Expect a facelift



next year ahead of a further three to four years of production at Rennes.

To keep the current car fresh and lift sales ahead of that refresh, a few months back Peugeot UK added equipment to most model grades, and it revised prices. The HYbrid4 remains the top-spec car of the 508 saloon range with its trim more or less matching that of the 115bhp 1.6-litre diesel, 156bhp 1.6-litre petrol and 140bhp and 163bhp 2.0-litre diesel Allure versions. As for other engines, there is a base Access model grade car powered by a 120bhp 1.6

you get keyless entry with Stop/Start button, cruise control with speed limiter, automatic parking brake with Hill Assist, automatic dual-zone air conditioning, electrically folding mirrors, Peugeot Connect Navigation (RT6) with Bluetooth, Peugeot Connect SOS and As-

petrol, while the GT is the only 508 to be powered by PSA's 200bhp 2.2-litre diesel in combination with fully automatic transmission.

What's the price of owning the world's only diesel-electric 4WD saloon? Here in the UK, it's GBP32,100. For that

sistance, automatic headlamps and wipers, 18" alloy wheels and half leather seats all as standard.

The driving experience is a little unusual in the HYbrid4. It moves off silently like a Prius and you also have a similarly unconventional gear selector in the form of a tiny lever which has markings for R, N, A and M but nothing whatsoever for those of us who like to see Park with what feels like an automatic transmission (you soon get used to this auto-



mated manual and there's no clutch pedal or gears to change). There's always a slight pause when you floor the accelerator, which can be a little disconcerting the first time it happens but more welcome things with this car are the small steering wheel and that intuitive rotary controller for the AUTO, SPORT, ZEV or 4WD driving modes.

Don't think I've ever seen so many buttons in a car's interior. I lost count but they are just everywhere. There are four between the speedo and the power gauge (there's no tacho), hazard lights and door locks are on the dashboard between some pop out cupholders, there are a further 14 on the console between the seats, plus another rotary control in addition to the drive system one, and a small pull-out remote control for the DAB radio. I prodded and peered but couldn't find how to adjust the pitch of the head-up transparent polycarbonate panel which rises out of the top of the dashboard. Being a male, obviously I wouldn't consult the handbook but then I saw what looked like a cover for a fusebox so tugged on that. Down flopped a box of more buttons (!) just above my right knee. Need to turn off the stop-start or ESP? You'll find the controls here as well as the head-up display adjusters.

The car did something unusual on my watch: it defied gravity. I live in Bath, and you enter this small city encircled by hills along any number of long, downward slop-

ing roads, steep in parts. The one I use often for the 20 minute run from the motorway has a 30mph limit for its last half mile - the Park & Ride buses always have their brake lights aglow ahead of you for this ever steeper stretch of road.

The drag on the regenerative brakes is so strong that in the 508, coming over the brow of the hill before the descent into the city, I lifted off from 60mph and got ready to brake but the car soon began to lose a lot of speed. There was no-one behind me so I just stayed off the brakes, kept checking the mirror and eventually the car slowed to an indicated 5mph even as the road stayed steep. I wished I could have got the Peugeot to finally stop itself on that hill but alas I saw some headlights in the distance behind me and had to accelerate to get down the last steep part of the journey to the centre of town. Extraordinary. The '% Power' gauge was loving all this and by the time I got home 10 minutes later



there was loads of juice to use in EV mode.

Finally, some performance and economy data. Max speed is quoted as 130mph, zero to 100km/h or 62mph takes a claimed 9.0 seconds. My last thought: I'm left feeling fascinated by a braking system that has been designed to recover so much kinetic energy that it can slowly but surely stop 1815kg plus 78kg of me without one touch of the left pedal. The Urban average is 80.7mpg or 78.5 for the Combined cycle. I'm normally sceptical of these official numbers with hybrids but the 508 has convinced me that driven the right way, you really can see spectacular economy in this car. I wonder how often you have to change the brake pads?

Just-auto

Peugeot purchase scheme boosts UK sales

Chris Wright | 4 October 2013

The UK might be bucking the trend with rising sales in Europe but that by no means leads to increased profits, as Peugeot UK's boss tells just-auto.

Car sales in Britain are running 10% ahead of last year and car companies are starting to load the market in attempt to shift metal they cannot move in other European markets which are falling or, at best, stagnating. That means greater competition in the UK and the fear of heavy discounting.

There is also the thorny issue of exchange rates. Tim Zimmerman, managing director of Peugeot UK, said: "Certainly the UK is a good place to be trading but everyone is realising this so the competition is getting tougher. While sales are good it remains difficult to be profita-

ble because virtually every manufacturer is more or less dependent on the pound-euro exchange rate and a weak pound makes things difficult. We have a GBP2.2bn (US\$3.5bn) turnover in the UK and a 1% variation in the exchange rate can make a GBP15m (US\$24m) difference to our bottom line."



The UK is unique, he said, because the average period people keep their cars is under five years and quite often three which compares to between eight and 10 years in many parts of Europe. This has been fuelled by the availability of personal lease purchase schemes pioneered in the early years

by Peugeot and Ford. These give UK buyers a unique opportunity to change their car every three years.

Under these Personal Contract Purchase schemes (PCPs), customers also have their vehicles serviced by their dealer regularly which provides the opportunity to stay in constant contact. Zimmerman said: "We can offer consistently evolving and improving products every two or three years. While people can hold on to their cars longer if they want, we can offer then a newer model with better performance in terms of fuel consumption, safety and the environment along with fairly stable monthly payments."

An offer that is also working well for the Peugeot brand is its 'Just Add Fuel' promotion which continues to be popular because it does what it says on the box, apart from fuel, tax, insurance and maintenance is all taken care of and this has brought a lot of new, younger customers to the brand

The UK is the only country where this operates but Zimmerman said that the head office in Paris is looking at how it may work elsewhere. He added: "It's not a cheap offer however, particularly the insurance element, but it is drawing younger people to the brand which is something of a holy grail."

Innovative offers are important as the competition increases. Zimmerman said: "Although other manufacturers followed us with PCPs, no one has yet taken up the Just Add Fuel idea. The fact is that we are now not only competing against traditional volume rivals but premium brands such as Audi and Mercedes are now selling in our sectors."

Peugeot sold around 120,000 cars and commercial vehicles in the UK last

year and expects to increase this by around 8% in 2013. What is important, said, Zimmerman, is the quality of sales. The mix has changed with the brand less reliant on low margin daily rental or large fleet sales, to retail and business user-choosers.

As for next year, Zimmerman said he expects the market to be around the same as

2013. "But then we were not expecting the growth experienced this year so I am quite prepared to be pleasantly surprised."

Next area to address is the change in the way cars are sold through dealers. Zimmerman said: "We have to have staff who are more switched on technically rather than straightforward sales people. Customers now

visit dealers on average 1.2 times before buying, down from three times not too long ago. They are much more aware of what they want and what else is around but we still need people on hand to explain the technology in the cars and help customers fully understand them."

In the meantime, the UK is a priority market. It is Peugeot's third largest market behind France and China but things are changing rapidly with emerging markets. Zimmerman said: "Algeria, for example, will be close to selling as many cars as we do in the UK and Argentina is also very strong for us."

Just-auto



Peugeot 6008 SUV aims at Q5

2 October 2013
Steve Fowler

The Peugeot 6008 SUV concept is based on same platform as sister brand Citroen's Wild Rubis, featuring HYbrid4 technology and posh interior

The Peugeot 6008 SUV is the brand's attempt at continuing its push upmarket in order to rival the audi Q5 and BMW X3. It'll be unveiled at the Beijing Motor Show next April.

Following the positive reaction to the Citroen Wild Rubis SUV concept, which previewed a new DSX model, Peugeot will use the same platform for its SUV. So expect it to be around 4.7 metres long and 1.95 metres wide.

That means it won't be underpinned by the new, lightweight EMP2 architecture from the new 308. Instead, it will rely on bits from the 508 saloon and estate.

However, the design team will use styling features from the Peugeot 2008 and Peugeot, with swept-back headlamps and boomerang-style LED lights at the back.

Speaking to Auto Express, Peugeot's director general, Maxime Picat, said: "We clearly need to be in that market.

The only question is whether it's a 4x4. In Europe, 80 per cent of SUVs are 4x2s – we have the functionality of 4x4s with our HYbrid4 technology."

Picat also stressed the importance of moving the brand upmarket, where there are higher profit margins on cars, adding: "We will continually push the brand upmarket – it's a priority over the coming years. We're also looking to improve

the quality of service."

As China is set to become Peugeot's biggest market, the 6008 will launch there first, with European sales possible from 2016.

Auto Express



A history of Peugeot in Australia – PART 5

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 that much of it has been forgotten. The aim of this column is to revive some of the early memories.

Peugeot returns – The Peugeot 202

The 1930s had ended with French cars losing nearly all their market in Australia. In 1939 only 73 new French vehicles were registered, mostly Renault 12HP's.

Of the French makes, only Renault had a continuous Australian presence throughout the 1930s although Citroën maintained its dealers. These firms had an advantage which allowed them to quickly import after the war.

Peugeot had not only left the Australian market in 1933 but had lost its dealer network. None of the Peugeot dealers of the 1930s maintained a service network or took up the agency again after the war. This made life difficult for Peugeot owners.

By 1940 the only firm advertising parts for Peugeots was Bateman's wrecking yard in Bankstown. Keeping a Peugeot on the road during the war years would have



tested the ingenuity of the most enthusiastic owner. Metric sized tyres were simply impossible to obtain. Postwar prosperity may have been just around the corner but it wasn't obvious in 1947. Ration coupons and shortages were still the order of the day, made worse by a wave of strikes.

While most people had been prepared to put up with restrictions for the sake of the war effort, they had become irksome in the second year of peace. The motoring writers politely hinted at the question people were asking – didn't we win the war – but public outrage bubbled to the surface when reports came out that

German motorists were getting new cars at favourable prices.

Suggestions that Japanese cars could come to Australia were firmly rebuffed. A permit was required to purchase a new car and the hated petrol rationing remained in force even though motorists could see no reason for it.

There was an extreme shortage of motor vehicles in Australia. Cars were in short supply and there were many cars from the



The 1938 model 202 - note the different wheel construction



1920s on the road. Parts makers reported they were producing parts for models no longer on the road anywhere else in the world.

Commonwealth countries had an extreme shortage of American dollars (the dollar crisis) which made it increasingly difficult to obtain the American cars favoured before the war. The English vehicles which held nearly half the market were also in short supply as England was shipping as many as possible to America. Australian importers began to look to the European countries which were rebuilding their motor industries

and desperately needed foreign currency.

This opened the door for the import of large numbers of French cars into Australia. Peugeot had quickly put its factory back into production after the war producing the pre-war 202 and a light truck.

The 202 was only an interim model until the new 203 could be put into production. Although the 203 was ready at the end of 1947, its introduction was delayed for a year to allow the installation of modern production equipment.

The 202 was produced alongside the 203 until June 1949. Sufficient numbers of the 202 were being produced by 1947 to export for the company to earn foreign currency, although production at Peugeot was disrupted in August with all 10,000 workers going on strike for an extra 15 francs an hour.

The 202 was a small 1,133cc car introduced at the Paris Show of 1937. It had an attractive streamlined body and a distinctive waterfall grille with the headlamps enclosed behind it, like the 402.

Styling was modern with large glass areas, no running boards and thin pillars. The rear



A pre-war 202. The first models had the wipers at the top of the screen.

wheel arches were enclosed with the spats having a chrome art deco lions head attached. The body was welded steel attached to a bloctube chassis. This made it very strong, free from squeaks and rattles and suitable for rough roads.

There was no opening boot and the spare was carried under a cover at the rear. The first model unsuccessfully experimented with torsion bar suspension but a change was made to a transverse front leaf with leaf springs on the rear.

A smooth, quiet ride on rough roads became one of the selling points of the 202. The wet sleeve motor produced 30bhp and gave the car a top speed of over 60mph and economy of 40mpg. It was regarded as ex-



Postwar 202 BH decouperable

ceptionally smooth. Taking 27 seconds to get to 50mph may seem leisurely today but was well up with British 10HPs and the car pulled strongly on hills. The 202 was considered to be quite charming and one of the best small cars available.

After the war a modernized version was produced, the 202BH. It had modern wheels, 203 type hydraulic shock absorbers and hydraulic brakes. Its claim to be a luxury small car centred on the fan powered heater demister "airconditioning" system mounted in the car as first seen on the 402. Electric wipers were also unusual.

Due to shortages of chrome after the war some cars had items of trim deleted.

Despite its virtues the 202 was still a pre-war design and was subject to some criticism in the French press in 1947 for being out of date.

The 202 and 402 were produced in right hand drive from 1938. The 202 was shown in London but was not listed in *The Autocar*. Both models were definitely sold in South Africa. No Australian firm took the agency up. Private imports were possible and there was at least one privately imported 202 on the roads of NSW. No pre-war original import 202 has surfaced

in Australia.

The first postwar appearance of Peugeot on the Australian market was October, 1947 when Sporting Cars in City Road South Melbourne advertised a "limited number of Peugeot convertible coupes and sedans offering exceptional riding comfort, speed and economy."

Sporting Cars was a second hand dealer that had sold used Peugeots in the 1920s. Commonwealth import figures for 1947 note six Peugeots so numbers really were limited. Sporting Cars did not advertise themselves as Peugeot agents and there is no indication of further new car sales in Melbourne. It is possible that the 202 resident in Portarlington during the 1950s was one of these cars. It is most likely that these cars were imported directly by Peugeot.



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The utter smoothness of its phenomenal spring-line makes a rough, bumpy road like velvet! There's the new Peugeot welded steel body and rigid frame . . . engineering out the old-time squeaks and rattles.

More pleasure per mile—and more miles per gallon—that's what you've got in a new Peugeot 202.

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ot through their factory representative.

At the start of 1948 *Motor Manual* announced the 202 was to be introduced into

Australia. Over the next months the first Peugeot dealers were quietly appointed but with no sole agent for Australia. The role of Peugeot became more obvious at the end of June 1948 when the new Peugeot factory representative for Australia, Mr. J. Larkin, arrived in Melbourne on board the Grootekerk with ten 202s in the hold.

Larkin said the desperate need for Sterling had made his company try the Australian market and that supply was only limited by a shortage of shipping.

The first firm to advertise as a Peugeot agent since 1932 was W. Field & Co of Devonport, who ran an advertisement on June 18th 1948 promising July deliveries of the new Peugeot (made specially for rough roads) under the slogan, "practical people prefer Peugeot".

Other Tasmanian dealers soon followed – Bewglass motors in Launceston and Hilyards in Hobart. Release of the car in NSW was delayed by a registration requirement that the headlamps be re-mounted on the wings, but by August Raymond Motors in Flinders St Sydney were advertising the 202.

In March 1949 the car was released in Western Australia through McAlinden Motors in Perth. There seem to have been no other new 202s on sale in Melbourne after 1947 with one exception. In October 1948 a new 10 cwt metal cabin Peugeot utility was being offered by a Mr Douglas at the Malvern Star depot in Elizabeth St. The 202 was still on sale in Tasmania as late



as July 1949. The 202 was offered for around £675 or £745 taxed.

This was about \$41,000 at current values. Terms were available on £260 deposit. The Western Australian price was £40 more. Curiously the *Motor Manual* road test of July 1948 quotes a higher price – £825 untaxed for the saloon and £757 for the drophead coupe (découvrable).

Car prices in this period were difficult to follow. Price controls had been in place during the war for new and used vehicles. Prices of established models seemed to have been controlled whereas importers of new models could charge what they wanted. So a Chevrolet Fleetmaster or Ford V8 was listed at much

the same price as the 202 even though delivery was unlikely. This was a challenge for advertisers – to convince motorists their model was worth waiting for.

People were invited to pay a £50 deposit and put their names on the list with no promise of a delivery date which might be a year or more distant. Raymond Motors used the immediate delivery of the 202 as a selling point – “bring home a Peugeot not a promise”. In December 1948 they were promising delivery before Christmas.

This was also true of the other European importers offering pre-war designs - the Fiat 1100, Renault Juvaquatre and Simca 8. In quality and design the 202 was superior to all three.

The competition was much cheaper – the 10 hp Ford Prefect was just over £500 and the new design Austin A40 just slightly less than the 202. The French price of the 202 was the equivalent of just over £400, so the mark up for the Australian market was high. The 202 did not sell in quantity.

It is believed total sales of the 202 for 1947-49 were around 90 vehicles. This is why the 202 is largely ignored in the history of Peugeot in Australia. If the car was such a good design, why didn't it sell? It was prewar, was comparatively expensive and the new dealer network was not strong or lasting.

Without knowing its unique virtues, people judged it by the standards of British

10hp's which were far from desirable. Based on previous experience, there was every possibility the car would disappear from the market leaving no parts and low resale values.

This is a pity as it would have earned a solid following in Australia. Few cars survived to restore.

In actual fact the 202 held its value well and in 1955 a good example still had a valuation of over £400. As an attempt to re-establish Peugeot on the Australian market, it was only a partial success. But at the same time the last 202s were being sold in Tasmania the first 203s were being landed in Melbourne by a major firm as a result of quite separate negotiations. Within six months Peugeots were being imported by the shipload. The brightest period for Peugeot in Australia was about to begin.

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PAC Minutes of General Meeting

24 September 2013

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary and CACT MC Delegate
Glen Bryden	Treasurer
Neil Birch	
Neil Sperring	
Greg Francis	
Jim Taylor	
Col Handley	

Apologies

John Bower
Bill McNamee
Ian Brock

Introduction

1. The meeting was opened at 8:10pm by Brad Pillans.

Previous meeting

2. The minutes of the August meeting were accepted. Prop: Brad Pillans, 2nd: Jim Taylor, Result: Carried

Matters Arising from the Previous Minutes

3. Nil.

Financial position

4. Glen Bryden reported \$10,840 Cash at Bank having paid the Public Liability Insurance (PLI) Premium totalling \$677.30, since the last meeting.

Secretary's report

Inward correspondence

5. a. Club magazines.

Outward correspondence

6. Nil.

Council of ACT Motor Clubs (CACTMC)

7. Not available due to the absence of both delegates.

General business

8. a. French Car Day at Telopea Park School – 2 Nov 13.

b. End of Year BBQ - 1 Dec 13

Close

9. The meeting closed at 8:25pm. The next meeting, the AGM will be held on Tuesday 22 October 2013.