

ROAR

Magazine of the Peugeot Association of Canberra



July 2014

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ON THE COVER

A Peugeot 3008 on the streets of Melaka, Malaysia (photo AL).

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

As I reported last month, owing to inclement weather, the annual Battle of Waterloo event, scheduled for 15 June, had to be postponed to a later date. The new date, subject to NCA approval, is Sunday 17 August. Further details will follow in due course, but remember that "Les Bérêts Roses" will spearhead the French forces.

As also announced last month, the PAC will host next year's Peugeot Pageant and we have since firmed up the dates and the venue – the event will be held in Yass from Friday 10 to Monday 13 April, which is the first weekend after

Easter. Yass was selected because it offers a range of accommodation options and potentially interesting activities for participants. A preliminary announcement has already gone out to the other clubs, with further details to be provided as soon as possible.

Needless to say, the pageant will likely follow the successful format of previous pageants including concours (Saturday morning), driving skills/ motorkhana (Saturday afternoon), observation run (Sunday), presentation dinner (Sunday night), and farewell breakfast (Monday).

I have been in touch with the friendly staff at the Yass Visitor Information Centre, to assist with choosing venues for the various activities, and have already scoped one motel that looks to be ideal as the main base for pageant participants.

Meanwhile, with all car dealers recently offering significant end of financial year discounts on new cars, it seemed an opportune time for Sue and I to consider the options to replace her ageing, but still going well, 306 HDi. Sue had a few criteria

like an automatic gearbox, four doors (for ease of transporting grandchildren) and satellite navigation, but apart from those, was open to suggestions. We looked at Renault Clio, a VW Golf, Citroën C3 and C4 and a Peugeot 308 Sportium, but in the end the 308 won out.

The Golf was nice, but much more expensive than the 308. The Clio just didn't grab us. The C3 was too small for me and came with only a four-speed auto box. The C4 was about the right size, but the 308 was the clear winner all round, especially as Melrose Peugeot was offering diesel cars at petrol car prices – an extra saving of around \$3000 on top of the other discounts.

With the new 308 due to arrive in September, I guess that Peugeot Australia is keen to clear out existing stocks, so we were only too happy to help them out on this occasion. The accompanying photo shows Sue about to drive off from the dealer in her white 308, with my black 508 loitering in the background.

By the time you read this column, we will have had our annual Bastille Day lunch at Les Très Bon restaurant in Bungendore – Sunday 20 July. Being truffle season, I daresay there were some tasty truffle dishes on the menu. I will report on that event, which will be the first club outing for Sue's new 308, in next month's column.

As usual our monthly meeting will be held at the Raiders Weston Club, at 8 pm on Tuesday 22 July, with dinner and drinks from 7 pm. Hope to see you there.

Keep on Pugging,

Brad Pillans



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CLASSIFIEDS

For Sale

203

203, 1949. It is in good running order and registered in NSW. Has been restored and looks in showroom condition. See photos on right.

The motor is original and runs well I have spent a lot of money on restoring this vehicle. \$16,500ono. John Storey, South Tweed Heads, 0403 059 879.

504D

White Peugeot 1979 504D, fitted with 505 turbo XD2S diesel, engineers certificate, engine, turbo, clutch and injection pump reco'd 25,000km ago, 5 speed gearbox, 4 wheel disc brakes, 505 seats, power steering, Cheviot alloy wheels, All rust repaired and treated, Current greenslip, 12 months rego, Needs paint and interior upgrade. Many spares including 5 speed gearbox. Am unable to complete restoration due to health. Location, North coast NSW 02 6629 1069 richard.swinton@gmail.com



CLASSIFIEDS

FOR SALE

Peugeot 406

Peugeot 406, 1999, 2 litre auto. Trying to decide whether to pension her off. White, generally in reasonable condition, runs well be it with the occasional AL4 issue. Open to offers if someone needs a car or wants one for parts. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

Peugeot 405

Peugeot 405 Turbo Diesel, 1995. 220K, alloy bullbar. New injectors, timing belt with tensioners, glow plugs, harmonic balancer and a thermostat and thermo housing on it at 185K some 6 years ago. New alternator and tyres 3 months ago. Returned 1,185km to the tank at 100kph and used no oil on trip from Qld. \$1,500 ONO. Rob Jones, (M) 0477 337 318 Robert.Jones6@riotinto.com

PARTS

206 Octagon mags

206 Octagon mags, 14 x 5.5. 4 serviceable secondhand with 2 useable and 2 worn tyres and 4 brand new in boxes. Jim Taylor, pug303@bigpond.net.au, 0400 111 504.

203 and 204 extractors

Ron Gruber in Sydney is taking orders for extractor exhaust systems to suit 203 and 403 Peugeots. He needs orders for 10 sets of each 203 and 403 to get a really good price of \$260 each set.

Anyone wanting to place an order contact him at gruber4@gmail.com

404 hubcap

404 hubcap (1 only) for sale for \$25, at Cooma. Contact Noel Carter noelcarter@exemail.com.au

WANTED

306 towbar and roof bars

Towbar and roof bars to suit 1998 model Peugeot 306. Phone Leon on 6248 0873.

Pre-1980s Peugeot

I have been invited to join an overland trip to Paris next year and I am looking for a pre 1980s LHD Peugeot, a 403 or 404 would be most suitable. A RHD wagon would be my next choice. I can be contacted on 0437 800590 or peter.janus@bigpond.com

CLUB EVENTS 2014

22 July

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm.
The Weston Club at 1 Liardet St, Weston.

17 August

Battle of Waterloo, Rond Terraces, southern end of Anzac Parade on the northern foreshore of Lake Burley Griffin's Central Basin. They adjoin Commonwealth Park and Kings Park.

26 August

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm.
The Weston Club at 1 Liardet St, Weston.

FRENCH CAR DRIVES 2014

24 August local winery visit, any suggestions?

26 October Bundanoon Garden Ramble, guided tour of open gardens in Bundanoon area of Southern Highlands

7 December BBQ by shores of Lake Ginninderra

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>

Car events 2014

30-31 August 2014 | South Coast Nationals | Moruya NSW
TBC September 2014 | John Grannall Memorial Charity
Day Car Show | ACT
TBC September 2014 | German Autofest | Lawns of Old
Parliament House ACT
21 September 2014 | Mercedes-Benz Club ACT Concours |
ACT
11 October 2014 | Gundaroo Music Festival | Gundaroo
NSW TBC
October 2014 | Capital Jam | Kings Park Lake Burley Griffin
ACT Third Weekend |
October 2014 | Girder Fork Rally | Cooma NSW
24-26 October 2014 | National Capri & Classic Small Ford
Muster | ACT
1 November 2014 | Classic Yass | NSW TBC
November 2014 | Canberra French Car Day | ACT TBC
November 2014 | BMSC Tumut Rally | NSW TBC
November 2014 | Canberra Swap Meet | ACT TBC
November 2014 | ACT All HSV Day | Belconnen ACT
November 2014 | Marques in the Park | Belconnen ACT
November 2014 | Canberra Ute Car Truck Muster | Hall
22 November 2014 | Snowy Mountains 1000 | Cooma
22 November 2014 | Tuggeranong Community Festival
November 2014 | Queanbeyan Swap Meet, All Ford Day &
All GM Day | NSW TBC
November 2014 | Queanbeyan Swap Meet & American Car
Nationals | NSW TBC
December 2014 | Terribly British Day | Patrick White Lawns
ACT

Other Events | Australian Swap Meets

2015

4 January 2015 | Summernats Classic & Vintage Show &
Shine | ACT TBC
January 2015 | VVCMC Rally | ACT TBC
January 2015 | CRAKK Run | ACT TBC
February 2015 | 4WD Spectacular | Queanbeyan NSW TBC
February 2015 | Highlands Steam & Vintage Fair | Oberon
NSW



This 504 rally car was one of the hundreds of fabulous Peugeots that were part of a recent International Peugeot Meeting in the UK.
Photo: Ian Kirkwood, chair of Peugeot Club UK.

Oh3Weekend 14

City of Orange 12-14 September 2014

This is a weekend of exploratory relaxation in one of the prettiest of NSW towns.

Arrive Friday afternoon (3 1/2 hours from Eastwood).
On Saturday we explore Orange and its unique historic homes with morning tea at beautiful Cook Park where you can explore, relax and chat.

We take a short scenic drive to Lake Canobolas for picnic, lunch, walk and relaxation. (There is also a Kiosk/Café beside the lake).

On Sunday we visit the historic town of Millthorpe for lunch and head back home with Panorama Raceway an optional extra.

\$230 for 2 nights for 2 people with 2 continental breakfasts.
Dinners have been booked at Motel Restaurant (Friday) and RSL (Saturday).

No gravel or dirt roads
No night driving
Toilets at all stops
Bring thermos and esky.
Bring or buy sausages etc for BBQ lunch on the lake (butcher, fruit, vegs,
coffee shop 3 minute walk from Motel).
Motel - Mid City Motor Lodge, 245 Lords Place, Orange
P : 02 6362 1600
E: reservations@midcitymotorlodge.com.au
Organiser / Jim Kearns
Please contact for further details including a mailed package of brochures for you to pre-trip read and to be inspired.
P : 0400 494 561 or 9874 2100 (weekdays)
E : jkearns@bigpond.net.au

Cameron Corner 2014

Neville Summerill

Neville Summerill is organising another Peugeot drive to Cameron Corner and would like to remind those who could be interested to let him know as soon as possible.

Here is the itinerary and commentary on the event.

This trip will loosely follow the Queensland – New South Wales border, travelling as close to the dog fence as possible.

There are approximately 20 gates along this part of the fence, which will be passed through. The trip offers some great outback driving, with many bush camps.

All this depends on the conditions at the time. If rain has fallen recently, or if the roads will be in bad shape, the trip is off.

There is plenty of accommodation at Hay, with plenty to see there also.

Neville will need to know numbers no later than the end of July 2014.

Contact Neville on 02 6458 7208.



Mon 11 Aug

Day 1 420km 08:30 We start from Grenfell for Forbes, Trundle, Tullamore, Tottenham (centre of NSW) then on to Nyngan overnight.

Day 2 460km Nyngan, Quambone, Carinda, Wallget, Collarenebri, Mungindi overnight.

Day 3 390km Mungindi, Gundaboure, Glendalough Gate, north to the Dirranbandi – Hebel road, Hebel, Goodooga, Brenda Gate, Tolby Gate and Jobs Gate, Ellerslie Station. Overnight bush camp.

Day 4 310km Ellerslie Station, Engonia, Barringum, Wirrawirra, Yantabulla, Hungerford. Overnight.

Day 5 350km Hungerford, Hamilton Gate, south to the Wanaaring – Tibooburra road, west to Mount Wood. Overnight or close to there.

Day 6 330km Mount Wood up to Adelaide Gate, possibly depends on the road, if not to there we will travel on Gum Loop road to Wompah Gate then on to Warri Gate, then on to Tibooburra overnight. Cabins and motels are available here. Quite a nice, friendly town.

Day 7 200km Tibooburra, north to Olive Downs, Toona Gate, Fortville Gate, Cameron Corner. Overnight

Day 8 200km Cameron Corner, Fort Grey, Tibooburra, Milparinka, Theldarpa Station. Overnight

Day 9 340km Theldarpa Station, Hawker Gate, Border Downs, Teilita, Yanco Glen, Broken Hill. Overnight.

Day 10 nominal Rest day. Trip to Silverton and Mundi Mundi and sights of the city. Overnight.

Day 11 350km Broken Hill, to be decided but most likely to Mutawingi, White Cliffs, Wilcannia. Overnight.

Day 12 320km. Wilcannia, Menindee, tour of the lakes, Pooncarie. Overnight.

Day 13 350km Pooncarie, Mungo, Penarie, Oxley, Maude, Hay to finish this trip.

Sun 23 Aug

The Pugilist

Marulan Track Day

Timing is everything

Helen Louran

Practise your timing for our timed track day at Marulan on Sunday, 31 August by making your expression of interest by 6 July and your entry by 25 August.

As other clubs are invited it's first in, best dressed for what should be another GR8 day on a tight, twisting track in a bushland setting 130 km south of Sydney and 27 km north of Goulburn.

We're seeking about 40 participants, including other clubs, and the cost is \$140. If required a participant licence valid for one year will cost \$40, paid at the Marulan Driver Training Centre on the day.

The HSRCA is hosting the event and most sessions will be timed, except those for in-car instruction.

Drivers will be given a timed practice session and then a qualifying session. Once completed, the driver will nominate a time from that session or be allocated one for the subsequent time trial.



Each session will involve three or more timed laps and may be adjusted on the day as experience is acquired.

The idea of time trials is to keep as close as possible to the nominated time for a given number of laps, i.e., the object is consistency.

Timing transmitters will be issued to drivers. Points will be lost for failing to reach or exceeding the lap time, and the point penalty for exceeding (i.e., going faster) will be twice the penalty for not reaching the lap time.

Several instructors will be available; organisers will seek to accommodate people who would like both instruction and timing by careful programming.

The circuit will be open from 7.30am and the program will kick off at 8am with signing on. A track walk is included in the drivers' briefing at 8.30am.

Cars will be scrutineered. They will need to be in good nick, registered or capable of rego as there are noise restrictions.

You can download the full information form and entry form from www.hsrca.com.

For expressions of interest or any questions please contact me at pinky-206cc@optusnet.com.au or call me on 0413 594 792 or (02) 9718 0321.

You can also contact Peter Lubrano, our Peugeot / HSRCA liason man on 0405 991 336 or Richard Cardew, the HSRCA chair of registrars, at rcardew@primus.com.au or on 0405 459 546 or (02) 4384 1546.

More about the track at mdtc.com.au. If the extension is completed in time, it will allow slightly faster entries to the straight.

504 Cabriolet roof hits the mark

Richard Marken is a man of many talents who has long done remarkable things with Peugeots.

It's probably difficult to argue against his 504 Cabriolet being one of the prettiest restorations undertaken anywhere.

And now, just to top it off, he's made a detachable hardtop roof to fit. The result is stunning. As Richard puts it:

"The Cabriolet roof is now finished, the Perspex windows came back almost perfect. One was cut wrong and had to be re-made, but that was just a small hiccup in the whole process. It fits well and looks good."

One can but agree.



International Peugeot meeting

The 2014 International Peugeot Meeting, organised under the auspices of L' Aventure Peugeot and hosted by CPUK and Peugeot UK was held on 20-22 June near Southampton. The event attracted around 250 participants and 150 vintage and classic Peugeots from all over Europe.

Photos by Ian Kirkwood, chair of Peugeot Club UK.



International Engine of the Year Award for PSA Peugeot Citroën

The 16th International Engine of the Year Awards were held on 25 June at the 2014 Engine Expo in Stuttgart, Germany. At this latest ceremony, PSA Peugeot Citroën won its eighth consecutive Award in the 1.4 to 1.8-litre category.

Presented by the specialised UK magazine Engine Technology International, the prestigious Award once again honours the 1.6-litre direct-injection turbo petrol engine developed in cooperation with BMW Group.

Belonging to the Prince engine family, the 1.6-litre turbo petrol engine is offered in 155 hp and 200 hp versions and has recently been launched in a 270 hp version to equip the new Peugeot RCZ R.

Featuring the latest technologies, including direct injection, variable valve timing, a volume flow controlled oil pump and an on-demand water pump, this engine improves fuel efficiency and reduces emissions by around 10% compared with the previous generation.

Manufactured at the Française de Mécanique plant in Douvrin in the Pas-de-Calais, the various versions of this engine constitute the core of the Peugeot and Citroën petrol lineup, alongside the new generation of EB PureTech 3-cylinder engines.

On this occasion, Christian Chapelle, Vice President Powertrain and Chassis Engineering said: "This award serves as wonderful recognition of the technological advances that PSA Peugeot Citroën's R&D teams are making on petrol engines manufactured in France. It attests to the qualities of this 1.6-liter engine, especially



the 200 hp version developed in cooperation with BMW, which is particularly superior in terms of drivability and fuel economy."

In Australia, the 1.6-litre turbo engine powers the 208 GTi, 308, 508, 3008, 5008, RCZ and RCZ R models in the Peugeot range.

In every category, the panelists judged

each short listed engine using their subjective driving impressions and technical knowledge, taking into account characteristics such as fuel economy, smoothness, performance, noise and driveability.

The jurors each had 25 points to award to their five favourite engines in each category. A maximum of 15 points could be allocated to an engine, and the minimum was one point. Engines could not be tied for the top spot. "Even if it isn't a brand-new project, this engine continues to show its potential with further developments, like the 270ps version, that enhance its quality," said Italian jury member Lorenzo Facchinetti.

Its appeal is summed up by Álvaro Sauras Alonso, from Spain: "This is my favourite affordable engine. It has a perfect displacement ... (and) is absolutely crammed with technology. It even sounds great!"

About the International Engine of the Year Award Organised by Engine Technology International magazine, the International Engine of the Year award is one of the automotive industry's most sought-after accolades. It is judged by an international panel of 84 renowned motoring journalists from 34 countries, who apply their impressions from driving the latest model cars.

These tests enable them to rank the powerplants offering the best driveability, performance and fuel economy, as well as the successful application of advanced engine technology.

www.showautoreviews.com

Thierry Peugeot to leave PSA board after voicing dissent over capital tie-up with China's Dongfeng

July 4, 2014

PSA/Peugeot-Citroen's deputy chairman, Thierry Peugeot, was forced out after voicing renewed public dissent over the automaker's capital tie-up with Dongfeng Motor and the French government.

Thierry Peugeot is leaving the board



with immediate effect, PSA said in a statement.

Thierry had stepped down as chairman earlier this year when PSA sold stakes to the French state and Dongfeng.

His abrupt exit is the direct result of a press interview in which he broke ranks to criticize the terms of the deal, two people familiar with the matter said.

French industrialist Louis Gallois took over as chairman after the founding Peugeot clan ceded control of the 200-year-old industrial group in a €3 billion (\$4.1 billion) capital increase, with Thierry Peugeot staying on as a deputy chairman.

But in his June 23 interview with the daily newspaper Les Echos, Thierry Peugeot

expressed dissatisfaction with the government's involvement in the bailout, which left the family's holding on a par with the 14.1 percent stakes sold to France and Dongfeng. "There were clearly other options available," he told the paper. "The market component could have

been larger."

Asked for his views of the French government's role, Thierry Peugeot replied: "I'm a liberal, moral capitalist and a defender of free enterprise. When the state buys into the company for the first time in 200 years it necessarily poses questions."

His departure was decided at a board meeting on Tuesday, one of the sources said. "The Peugeot family decided it would no longer be represented by Thierry Peugeot on the PSA board."

Marie-Helene Roncoroni, the former chairman's sister, will replace him as deputy chairman, PSA said. Thierry Peugeot could not be reached for comment.

Thierry Peugeot favored PSA raising new funds by selling shares on the market, Les Echos reported earlier this year.

ISI Group analyst Arndt Ellinghorst said less family influence must be a good thing for PSA, especially after the very public disagreement between Thierry and his cousin Robert Peugeot over the necessity of a deal with Dongfeng and the French government.

"But seeing Mr Peugeot replaced by his sister certainly does little to convey the message of less family influence or indeed of a uniform view about how to run the business," Ellinghorst said.

He said the key issues were whether Thierry Peugeot's departure means that all stakeholders in PSA were operating under fully aligned interests to achieve the automaker's turnaround under new CEO Carlos Tavares.

Dongfeng Peugeot Citroën Automobile announces fourth car plant

By Graeme Roberts | 3 July 2014

Dongfeng Peugeot Citroën Automobile (DPCA) has signed an agreement with the city of Chengdu for the construction of its fourth assembly plant in China.

Work will start in this second half of 2014 with the first car scheduled off-line late in 2016.

Annual capacity will eventually reach 300,000 vehicles a year. The factory will build Dongfeng Citroën and Dongfeng Peugeot and Fengshen-badged SUVs and MPVs.

According to just-auto's Production Life Database, one model could be the redesigned 5008 line also expected to go into production at PSA's Rennes-la-Jannais plant in France in 2016.

DPCA currently has three plants in Wuhan which run on two shifts and can build 750,000 units a year.

The fourth plant will hike capacity to 1m units in 2016.

The company's full-year target for 2014 is to sell over 650,000 vehicles in China.

Just-auto

**ANNUAL HUNTER VALLEY
FRENCH CAR DAY**

**SUNDAY 31ST
AUGUST 2014**

NIGHTINGALE WINES
1239 MILBRODALE RD
BROKE NSW

GATES OPEN 9AM
ENQUIRIES 02 65791499

• RESTAURANT AND CELLAR DOOR OPEN

BYO PICNIC OR FREE BBQ FACILITIES
TABLES AND SEATING PROVIDED
PRIZES AND COMPETITIONS
GO TO AUSSIEFROGS.COM.AU
(SOCIAL EVENTS AND MEETS) FOR DETAILS
LIVE MUSIC BY: VIVE LA FRANCE

GUITAR AND ACCORDION DUO

CITROËN GRAND C4 PICASSO
TOP GEAR UK FAMILY CAR
OF THE YEAR

PEUGEOT MOTION & EMOTION

Peugeot 2008 Hybrid Air prototype

4 July 2014 Jordan Bishop

We take the innovative Peugeot Hybrid Air prototype, a car which replaces batteries with compressed air, for a test drive around Paris

Verdict ****

With Hybrid Air technology PSA is addressing the biggest barrier to customers buying electric cars and plug-in hybrids – the cost. The simple but effective technology could be added to a wide variety of engines for a small price premium and boost economy significantly. The prototype we drove is far from perfect – it felt sluggish and the engine was too eager to kick in – but the theory behind it is sound. Let's hope PSA can finesse the technology and bring it market as soon as possible.

The Peugeot 2008 Hybrid Air prototype is the first fully-functioning showcase for PSA's compressed air hybrid technology. It's the French answer to BMW's electric iCars, and Audi's plug-in hybrid e-tron range, and makes a small

crossover like the 2008 capable of an impressive 97.4mpg and 69g/km, without the need for a heavy and expensive battery pack.

Central to the HYbrid Air's powertrain is a compressed air tank, entirely self contained, which can hold 20 litres of nitrogen and oil at a pressure of 220 bar. By discharging this tank and forcing the oil through a hydraulically actuated motor which spins the front wheels.

Why go to all that trouble? PSA ultimate



target is to make a 2.0l/100km (141mpg) car a realistic and affordable showroom possibility, and reduce average CO2 emissions for its entire range to 116g/km by 2015 – and this Hybrid Air

technology is seen as a crucial way to achieving that.

Our test drive took place right in the heart of Paris behind the wheel of a 2008, but whether the system makes it to production in this model or a Citroen C3 (the model in which the technology was first shown) is yet to be decided. Emerging into the French capital's notoriously anarchic hustle and bustle, the automatic test mule crossover glides serenely

in the zero emissions mode offered by air-only power. As per any hybrid car you've driven, the system works in purely electric mode until either the 'charge' (or in this case, air) is depleted, or when more acceleration is demanded.

The Hybrid Air system can operate in zero emissions air mode, petrol-engine-only mode, or petrol and air in combination. Driven carefully, it takes about 500 metres for the tech to exhaust itself around town, and the 81bhp 1.2-litre turbocharged three-cylinder petrol engine kicks in with a gruff low growl to help push things along. It's a momentary boost, as fully recharging takes no more than ten seconds

at city speeds, and despite the apparently short range the centre display still claimed 60 per cent of our journey was emissions free.



The recharging is done by a 'hydraulic' pump that recirculates oil back into the main tank, not just when the petrol engine is on, but when you come off the throttle and hit the brakes, too. In that respect it's similar to a battery hybrid's regenerative braking system.

Threading the car down narrow Parisian streets and wide main roads exposes a few flaws though: It's sluggish off the line compared to an EV hybrid, and there's lack of power assistance to the steering, which feels heavy at lower speeds, although that's something PSA's engineers can work on recalibrating.

to be taken into account, and the congested city streets meant we couldn't use all of the claimed 121bhp and 200Nm of torque, but even so – boosting the performance is an area that needs improvement.

At the moment, comfort is the name of the game and the powertrain at its best when cruising. The ride was suitably refined, too, soaking up the Parisian cobbles and bumps with minimal fuss. It helps that the compressed air set-up is lighter than the equivalent battery-powered hybrid technology, and Peugeot-Citroen's efficiency drive is backed up by a more environmentally-friendly manufacturing and recycling

It's also tricky to stay in zero emission mode as even small squeezes of the throttle cause the engine to fire up, a result of the longer gearing designed to keep emissions down. This 2008's prototype status has

process.

On the road running costs obviously benefit as well, with a claimed 97.4mpg average whilst emitting just 69g/km. In comparison, a regular Peugeot 2008 1.2 automatic manages 65.7mpg and 99g/km.

Best of all though, engineers claim it's cheaper to produce, and therefore hope to pass these savings on to customers. A production model is a few years away yet, but when it does arrive expect a similar price mark up over standard petrol models as for an automatic diesel variant. If it makes it's way to the recently launched C4 Cactus then, prices could start from around £17,000.

At a glance

Price: from £17,000 (est)

Engine: 1.2-litre 3cyl turbo, plus hydraulic motor

Power/torque: 121bhp/200Nm

Transmission: Planetary gearbox, front-wheel drive

0-62mph: N/A Top speed: N/A

Economy: 97.4mpg

CO2: 69g/km

On sale: 2017

Auto Express

Peugeot plans more GTi and R models

18 June 2014

More Peugeot GTi and R models are in the pipeline, despite planned model cuts for PSA Peugeot Citroën.

Peugeot will develop and introduce more GTi and R models to sit at the top of its product ranges.

The performance-focused model offensive also follows the news that PSA Peugeot Citroën will streamline its product lineup in the future by slashing the current 46-strong model range.

At the unveiling of the facelifted Peugeot 508, Peugeot Product Director Xavier Peugeot revealed to Auto Express what we can expect to see from the French manufacturer.

“There are some ideas which are connected to the concept car we presented at Frankfurt. We want to cover our product ranges with a very sporty model, this is one of our key messages.”

Peugeot's show star at last year's Frankfurt Motor Show was the 308 R concept. The 308 hatchback would be only the third hot Peugeot in the current lineup when launched, standing along side the 208 GTi and RCZ R.

However, it is not yet known if the 308 will wear the GTi or R name - but it

will face tough opposition in the shape of the Volkswagen Golf GTi and SEAT Leon Cupra.

Following the hot 308, we can also expect an influx of other GTi or R Peugeot models in the near future. Maxime Picat, Peugeot Brand CEO said, “We will develop future sports versions of all our ranges.”

Auto Express



The History of Peugeot in Australia: The Peugeot 203 arrives

Russell Hall has been delving into the National Library Archives

Peugeot had begun designing the 203 in February 1945. The new car had to replace the economical 202 but to have performance to satisfy the 402 owner.

It was to be an advanced design incorporating nearly all the developments of post war automotive engineering. The detail in the design made it stand apart.

Opening the alligator bonnet showed an exceptionally clean and uncluttered engine bay with a careful placement of components for easy access. Everywhere care, thought and design skill were evident such as the brass wing nut that allowed easy grille removal for battery access or the small crank handle clipped in the glove box in case the electric wiper motor failed.

Even the jacking system made wheel changing simple, easy and clean. The bodywork was sleek and aerodynamic with a CX of .36. It was American inspired and looked more to the 1940s than the 1950s.

By the time the 203 was on sale in 1949 the first American cars with modern three box bodies were on the market. The "ancien design" didn't affect sales. We can

be thankful this oversight by the Peugeot design team left us such a beautiful and elegant body.

The motor design was patented and Chrysler was to use the valve train under licence. Although it was detuned to allow for the use of 68 octane fuel the motor was very advanced and the basis of later power plants.

Hemispherical combustion chambers in an alloy head with inclined overhead valves and a central spark plug were at the forefront of design. The short stroke motor and overdrive fourth gear allowed fast cruising at a low piston speed with minimal wear.

The engine was unusually efficient with a long life. The rack and pinion steering was precise and light with no feedback. The turning circle was second only to a London taxi.

Combined with a supple suspension and excellent brakes the 203 was an exceptional family car.

The second part of the Peugeot strategy was quality. The release of the car was delayed until modern equipment was installed so that the car could be built to exceptionally close tolerances. Quality control in the factory was tight and eventually extended to Peugeot quality inspectors working in the plants of suppliers.

Production was concentrated at the one site, from foundries to finishing with an unusually large number of components produced by Peugeot. An assembled motor would be tested at 2500 rpm on an electric motor, then petrol run in a soundproof booth and finally the motor and transmission were tested on a rolling road.

Few makers were as careful. Peugeot was rewarded with satisfied owners, low warranty

Peugeot



SPECIAL ANNOUNCEMENT

Owing to the tremendous interest shown in the magnificent new Peugeot car, we have decided to open our showrooms on Saturday mornings. Here is a grand opportunity for you to inspect a really beautiful Continental car in the moderate price field.

ORDERS WILL BE ACCEPTED



Canada Cycle & Motor Co.

(VICTORIA) PTY. LTD.

352 LATROBE ST., MELBOURNE FJ3155

claims and cars that earned a reputation for durability and long life.

Circumstances combined to provide a well-established company to import the 203. Like Peugeot, Canada Cycle and Motor Co was an old, conservatively run firm. It had its origins in 1894 in the bicycle trade and had once been owned by the Canada Cycle and Motor Co. of Toronto.

Since 1914 it had been Australian owned and was the Victorian agent for Dodge cars and trucks. After the war import restrictions and the dollar shortage had made it increasingly difficult to source Dodges.

In 1948 the company sent the spare parts manager, Alec Chapman, to France to try to purchase war surplus Dodge trucks. He was also told to make extensive enquiries for a suitable light car for the company to import.

The 203 had been shown to an invited audience in Paris in late 1947 and was released in October 1948 although deliveries weren't made until late February 1949.

Chapman was very impressed with the 203. He saw it as a small car with the character of a large one. There is no record of Chapman's meetings in France but on his return to Australia he convinced the company the 203 should be imported.

He returned to France early in 1949 and negotiated an agency for the cars. Canada Cycle & Motor Co obtained an agency only for Victoria and the Riverina. There was to be no overall importer for Australia.

The Dodge dealers for NSW, Harden & Johnston, took the dealership for that state and Wentworth Motors of Perth for Western Australia. Dealers for other states came in 1950.

Alec Chapman was to become sales manager and later managing director of Canada Cycle & Motor Company until his death in 1964. It was his work that brought the 203 to Australia. His own early model 203 has survived in a largely original state.

The first three 203s arrived in Melbourne in July 1949 and were registered with "NO" registration prefixes.

These cars would have been made around March 1949 and had the earliest type of body, including two boot handles and metal bars atop the seats.

The three cars were used to promote the model with prospective

dealers and in August were given to the press to road test. These cars have disappeared. The first one sold ended up in Ballarat where it was wrecked during the 1960s.

Canada Cycle & Motor Co. proceeded to appoint a wide dealer network including numerous country dealers. The first country dealers mentioned are at Horsham and Heywood. The car was displayed at the 1949 Horsham Agricultural Show, a reminder of the 1920s when the local dealer also displayed Peugeots.



Meanwhile on the pave of France the above became a more common sight than in Australia

Regan Motors was one of the first metropolitan dealers and it remains a dealer today. The cars were put on sale in September with a display at the Melbourne Show and advertisements in the press. There were no cars to buy but this was not unusual for the time. Buyers were used to waiting lists.

As noted, Canada Cycle & Motor Co was a conservative company and was not going to be stuck with a large inventory of unsold cars if the model failed. A shipment was promised in December and did arrive. The size of the shipment is not known but is unlikely to have been large. I believe those vehicles appeared in the 1950 registration figures. The 203 was not available in quantity before February 1950.

Harden & Johnston began advertising in late September. They took a more aggressive advertising stance and had the highest sales in Australia. The cars were imported unfinished in brown undercoat without bumpers, tyres or hub caps to reduce the tariff. Later the wheels were also locally made.

A shipment in mid-1950 arrived with French bumpers. Sydney was the port equipped to handle car imports although it was often strike bound. Peugeots were also unloaded at Adelaide. The Port of Sydney management complained during 1950 that importers were not clearing the cars quickly enough. I suspect hundreds of Peugeots awaiting the tyre fitters may have been culprits.

Right hand drive conversion didn't extend to the internal boot release, bonnet release and the single door lock. All remained stubbornly on the left. The cars arrived with yellow headlamp globes which were replaced.

A newspaper columnist was amused to find a French sticker on the windscreens which translated to: "She is young and pretty. Look after her. Thank you."


Regan Motors drove some of their cars to

Melbourne. Staff would be offered a week-end away. They would travel to Sydney on the overnight Spirit of Progress and drive the undercoated cars back to Melbourne.

The 203 was well priced. It went on the market for £895. This converts to just over \$41,000 today. Basic transport started at £568 for the austere Ford Anglia. The best selling Austin A40 sold for £716 and the new but almost unobtainable Holden for £800. The


"PEUGEOT"


A new 14 h.p. car with overdrive transmission giving amazing fuel economy; fully tested on Alpine roads and built to suit Australian conditions.

 As far back as 1889 Peugeot delivered their first petrol automobile, and since then they have enjoyed a reputation as builders of cars of the highest standards of quality. Today the products of their completely new post-war series represent a blending of more than 60 years of manufacturing experience with cutting edge production techniques, with the most modern labour-saving high precision machinery.


We are proud to associate our name with Peugeot as Sole Importers for N.S.W. Excellent Service facilities are available through our State-wide Service and Parts Organisations. You are cordially invited to inspect the new model in display in our showrooms. Orders are now being taken against cheques or deposits.

Harden and Johnston Limited
117-131 Flinders Street, Sydney. Phone FA7031






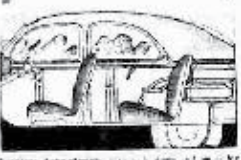
Peugeot 203 in 1950. It is a car of the future.



Peugeot 203 in 1950. It is a car of the future.



Peugeot 203 in 1950. It is a car of the future.



Peugeot 203 in 1950. It is a car of the future.

203 was about £35 more than a Standard Vanguard or Morris Oxford but offered a superior driving experience.

In France the 203 sold for the equivalent of £725. The Australian price was reasonably close to the French price considering shipping costs and import duties. To keep prices down the internal heater demisting unit was deleted. This is a pity as it was well designed and a feature of Peugeots since the mid 1930s.

The Australian press carried a report from a French source that Peugeot would supply Australia with 4000 to 5000 cars a year. In reality they had committed to supply 1000 cars in the first year.

Australia was the largest right hand drive market for Peugeot. When the Menzies Government was elected in late 1949 Peugeot became concerned and had to be reassured import agreements would remain the same. After the release of the car it became obvious that the number of cars ordered was inadequate to meet demand so a "special large steamer" was chartered to bring a shipment of several hundred cars to Australia.

This ship berthed in Sydney in mid January 1950 and the cars appeared in showrooms in February. The vehicles in this shipment were built in October and early November 1949 with serial numbers beginning with 1114 to 1116. Dealers now had stock to offer.

The car went on sale in Western Australia in February, accompanied by a show

of high class French fashion. For the first time Peugeot was being promoted by well resourced and capable dealers. What would an Australian buying public used to British and American cars

make of this very different French vehicle?

Acknowledgement: Canada Cycle & Motor Co
1914-1965 Ed. Thomas Batten



Completed bodies waiting to be mated to the mechanicals

PAC Minutes of General Meeting

8.15pm 24 June 2014

Weston Club, Weston ACT

Persons Present

Brad Pillans President
Ross Stephens Secretary

Neil Birch

Neil Sperring

Glen Bryden

Greg Francis

Bill MacNamee

Jim Taylor

John Hyslop

Kyran Lamb

Apologies

John Bower

Allan Lance

Ian Brock

Col Handley

Introduction

1. The meeting opened at 8:17pm, following dinner in the Weston Club bistro.

Minutes of last meeting

2. The minutes of the 15 May 14 meeting were read and accepted. Prop. Brad, 2nd Neil Sperring, Result: Carried.

Financial position

3. The Treasurers Report was presented by Glen Bryden. Cash at Bank is \$11,741.15, less CACTMC Affiliation Fees of \$60.00.

Inward correspondence

4. Nil.

Outward correspondence

5. Nil.

Council of ACT Motor Clubs (CACTMC)

6. Neil Sperring presented the Delegate's Report of the April 14 CACTMC General meeting. The main points were:

- a. 'Pack and Send', a company that specialises in packaging and arranging transport will be presenting at the next CACTMC Meeting.
- b. The 'Glitch' in the ACT Motor Reg. computer that did not recognise CRS Registrations with more than four digits has been fixed.
- c. On that note the ACT Motor Reg. is actively verifying applicants for CRS Registration - The requirement to have an authentic Club Registrar's signature on the application form is essential.
- d. Wheels 2015 will be held one week earlier on the 28th of Mar 2015 to gain leverage off the Canberra Festival. Lessons from this year's Wheels concerning access, parking and pedestrian traffic on Parkes Way will be taken into consideration in the planning.
- e. The postponed Battle of Waterloo is to be held at a date to be decided in August.
- f. Planning for Marques in the Park is underway for a November date tbc. To be held at John Knight Park in Belconnen. Emphasis will be on the Ford Mustang. (God knows why?!!)
- g. The next CACTMC meeting will be held on

Thursday 17 July 14.

General business

7. Brad officially welcomed the new members John and Kyran to the PAC.
8. The annual Bastille Day celebration lunch will be held at Le Tres Bon Restaurant in Bungendore on Sunday the 20 of July. All are welcome to attend.
9. Brad informed the meeting that the 2015 Peugeot Pageant will be run by PAC instead of the Tasmanian Club who are unable to support the activity this year. A sub-committee will be formed to organise the event which is intended to be held in or around Yass in the weekend after Easter to avoid accommodation pressure and the public holidays.
10. Neil Sperring enquired about the availability of Peugeot Merchandise through the Peugeot Club of NSW, as mentioned in a previous meeting. Nothing further has been heard at this time.
11. Discussion on the date of the French Car day in November at the Telopea Park School – advice is being sought.
12. The PAC Web Page has been updated. This prompted discussion on the prudence of carrying a copy of the Club Magazine and the Events Calendar to support the legitimate use of CRS Registered Vehicles if questioned by the authorities.

Close

13. The Meeting closed at 8:56pm. The next meeting will be held on 22 July 14.