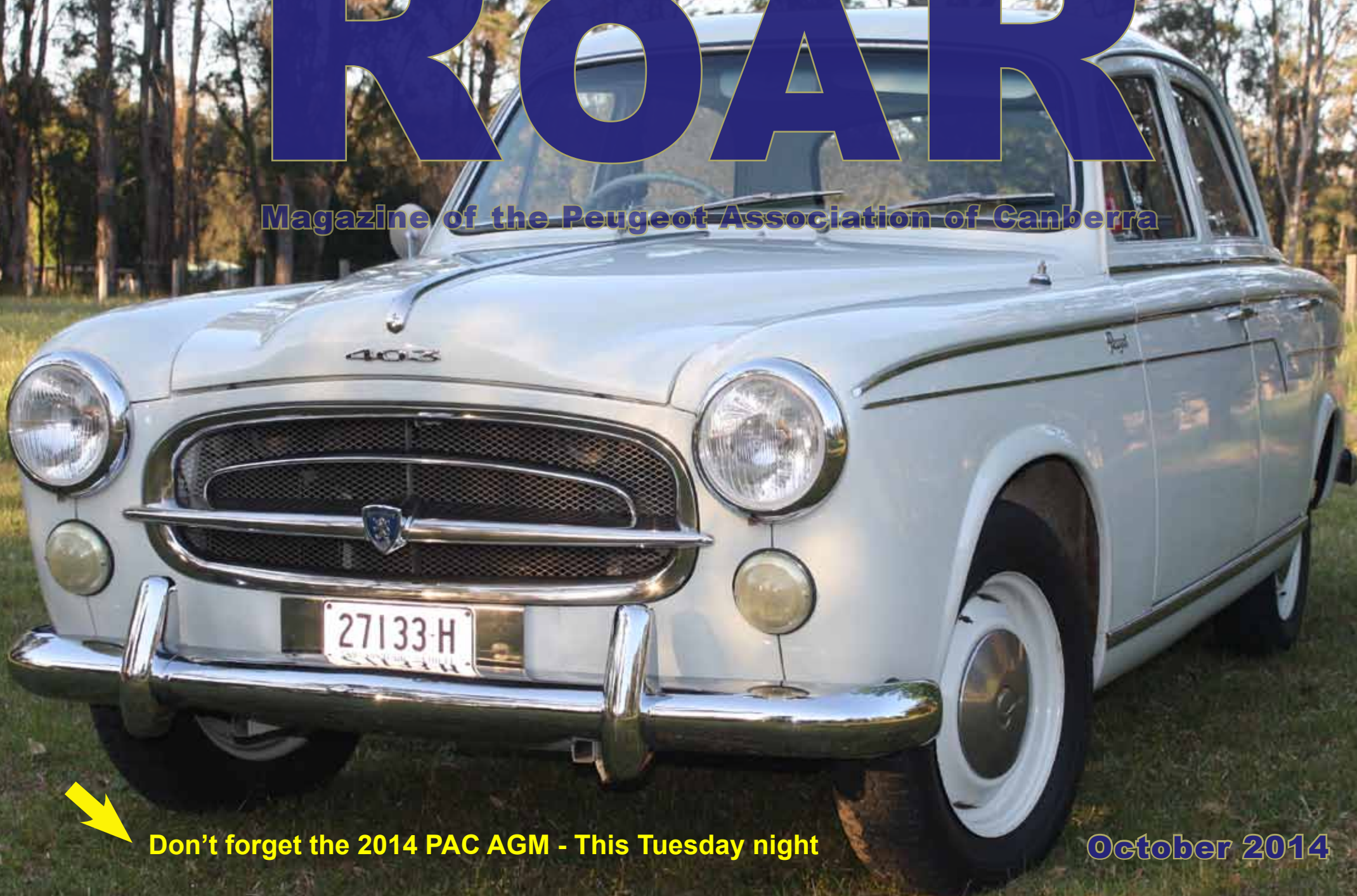


ROAR

Magazine of the Peugeot Association of Canberra



Don't forget the 2014 PAC AGM - This Tuesday night

October 2014

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ON THE COVER

Jon and Bev Molvig's beautiful 1960 Peugeot 403, is up for sale. It could be yours for a mere \$9,500 ono. See the advertisement on the For Sale pages.

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(PAC)

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

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Greetings all,

After two postponements, because of bleak weather forecasts, the annual Battle of Waterloo was held on Sunday 28 September, in perfect weather, in Kings Park, adjacent to the Carillon.

French forces occupied the high ground to the south of the British, and were victorious on the day, by a margin of 39 cars to 28. Pink bérêts (Les Bérêts Roses) outnumbered pith helmets by a wide margin. Indeed, one pith-helmeted individual also wore a pink beret. Talk about having a bet each way!

As in previous years, the BOW event was sponsored by Shannons and there were lucky door prizes of bottles of wine – French, of course. My thanks to Barrie McAdie from the Renault club for organising the event, including taking care of the annoying, but essential paperwork that is

required to hold a public event adjacent to the lake.

The next big club event is also very close – French Car Day – to be held at Telopea Park School, from 2.30 to 7pm on Saturday 1 November, in conjunction with the school fete.

Those of you who have attended in previous years will know that the fete is a big event, with lots of good food and drink. Club members are invited to display a car (you get free parking in the school grounds, if you do) and be in with a chance to win the trophy for the best Peugeot, or even the best French Car, as voted by FCD participants.

On Sunday 19 October, I was invited to attend the launch of the new 308 at Melrose Peugeot – the first dealer launch of the new model in Australia. The 308 was voted 2014 European Car of the Year, so its Aussie release was eagerly anticipated, not least for the fact that Sue and I had recently bought a 308 Sportium as part of the runout sale of the previous model, and I was keen to see what we might or might not have missed out on.

The updated exterior body styling gives the



new 308 nice clean lines and to my eye is an improvement over the previous model, but not drastically so. The interior is also very sleek, almost bordering on spartan (the sales brochures describe it as 'minimalist'), with many dashboard dials and buttons now being incorporated into the colour touch screen display.

The entry level 308 Access 96 kW turbo petrol, manual is priced around \$25,000, and the prices range up to around \$44,000 for the 151 kW GT manual. There will also be a touring model, but I haven't seen that yet.

Obviously, I need to drive the new 308 to make a real comparison with our Sportium, but my overall impression is that, while it looks to be a great car, we are very happy with the one we have and we won't be rushing to trade it in on a new model.

Our monthly club meeting is the 2014 Annual General Meeting which will be held at the Raiders Weston Club, at 8 pm on Tuesday 28 July, with dinner and drinks from 7 pm. The AGM is an important event for the club – elections will be held for positions on the incoming committee, and club activities for the coming year will be discussed, including the Peugeot Pageant in Yass next April. If you only attend one club meeting for the year, the AGM is good one to pick.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

Peugeot 403

Peugeot 403, 1960. Rare car with original 75,566 miles. Original interior in great condition. Paintwork in good condition. Owned since 1996. On historical NSW club plates 27133H. Always garaged. \$9,500 ono. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW. See photos below and on front cover.



Peugeot 404

Peugeot 404. We have to sell our beautiful and carefully preserved 1962 Peugeot 404 due to space considerations, etc. Mechanically sound and mostly original. This was one of the first of this iconic model sold in South Australia. Comes with a range of spare parts, memorabilia and other items that we can discuss. Phone Daryl on 0427 606 113 or email: dkwarman@adam.com.au for further details.

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

Citroën Pallas, 1977

Citroën Pallas, 2400cc, 1977, FREE. The body is in good shape, the engine OK (needs some attention to ignition/timing) but it has just suffered a collapsed upper bearing on the RH steering knuckle. I am too long in the tooth to deal with this so its free to a good home. Needs to be taken a way in a trailer because of the steering knuckle problem. David Williams, Watson, ACT, 0261611934. 0409158437.

CLASSIFIEDS

PARTS

505 Sports steering wheel

505 sports steering wheel (with boss), \$70. Phone 0439 263 851.

203, 403, 404, 504 parts

504 sedan doors & panels toughened windscreen; 504 diesel motor gearbox and diff & assorted parts; 404 sedan doors, guards, toughened windscreens, struts, assorted parts; 403 guards bonnet & rear end, doors boot, tail lights etc; 203 early suspension motor & running gear, doors, glass, 16" rims. Negotiable prices, all must move. Collin. 0414 484 398

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.

CLUB EVENTS 2014

Calendar

- 28 October** **Annual General Meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.**
- 1 November** Canberra French Car Day, Telopea Park School.
- 9 November** Marques in the Park - John Knight Memorial Park, Lake Ginninderra, Belconnen
- 25 November** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.
- 2015**
- 10-13 April** Peugeot Pageant, Yass.
Email: brad.pillans@anu.edu.au



MARQUES IN THE PARK 2014

JOHN KNIGHT PARK

Sunday 9th November 2014

ENTRY IS FREE

Council of ACT Motor Clubs Inc.
www.actmotorclubs.org.au



ENTRY FROM
UC PARK

GATE OPENS AT
7.30am

PROUDLY SPONSORED BY



Enquiries call Steve Dascarolis 0418 624 599 - Email sd@cbsa.net.au



FRENCH CAR DRIVES 2014

7 December BBQ by the shores of Lake Ginninderra

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

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



Car events 2014-2015

1 November 2014 | Classic Yass | NSW TBC
 1 November 2014 | Canberra French Car Day | ACT
 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



Fine French victory

Napoleon would have been proud.

This year's "Battle of Waterloo" on the surrounds of Lake Burley Griffin reversed the French disaster of 199 years ago.

Twice battle had been delayed because of the sodden conditions in June and August – as befell the Emperor – but with the ground now dry there was nothing to delay engagement.

The battle was joined in fine sunshine and it was soon clear the French had the superior organisation as they marshalled their forces on a gentle rise.

Now nothing could stop the Peugeots, Citroens and Renaults from driving the motley British autos to the edge of the lake for the second year running.



Colin Handley's 403 guards the right flank.

Coffee from the nearby caravan accompanied by chocolate croissants and sizzling (not Toulouse, unfortunately) sausages made victory all the sweeter as pink berets outnumbered Andy Cap hats by 39 cars to 28.

And, just as the Paris taxis rushed troops to the front at the First Battle of the Marne in September 1914, so too we can't forget the Peugeot bicycles of Lisa Molvig and the editor that played their role. Despatch riders never had better transport...

The challenge to defend the title on the 200th anniversary of the Battle of Waterloo next year hopefully will encourage all owners of French autos to the Tricolour barricades.



James Wilson's 406 Peugeot HDi guards the left flank of the French attack.

Fine French victory

Events



Fine French victory

Events



Fine French victory

Events



Dispirited English forces ponder what went wrong.



Phil Dechaineux and his father, Peter, flee in this immaculate MG TC. No finer way to leave the battlefield!

*Aux armes citoyens
Formez vos bataillons
Marchons, marchons
Qu'un sang impur
Abreuve nos sillons*

La Marseillaise 1792

Canberra French Car Day

The Canberra French Car Day will be held on Saturday 1 November 2014 from 2.30pm to 7pm at Telopea Park School.

It is being held in conjunction with the school's fête. The school is located at New South Wales Crescent, Barton, ACT and the entrance will be clearly signposted at the Telopea Park side of the school grounds. Entry is free.

Trophies donated by Shannons will be awarded by popular vote to the owners of the best Renault, best Citroën, best Peugeot, best modern French car and best French car on the day. A trophy for best modern is a new one recognising that newer French cars are also part of the show.

The fête is a large affair with plenty of drinks and delicious food available along with other activities such as rides for the kids and a giant raffle with a trip to Paris for two plus spending money usually the first prize. Many other raffle prizes will be available and the draw of the main ten prizes takes place before the show is over.



Interview: Peugeot CEO Maxim Picat

Glenn Brooks

Can Peugeot become a near-premium brand, in time? CEO Maxim Picat believes it can. Here, he discusses progress on future vehicles and powertrains, and challenges the suggestion that rivals for Dacia and Renault's Logan and Sandero are needed.

How is the separation of DS from Citroën affecting Peugeot's brand positioning?

It has no impact. We are growing out of the situation where Peugeot and Citroën were just 'comforting' each other with the same range, same segments, same positioning, etcetera. So that's good news - we have three brands, each with its own positioning. Peugeot is targetting being the best mainstream brand, like maybe Volkswagen; DS is more premium and niche.

How can Peugeot get into the same space as the Volkswagen brand [in Europe]?

By moving upmarket with every single car in the range. You will find more and more of the equipment and engines shared with DS.

The 508 is your biggest car. Do you see Peugeot making larger models again one day?



First of all, a move upmarket is not the same thing as the size of the car. We have to decide where we stop our range. We don't want to go to a five-metre saloon car for China, even if we are strong in China. Why? Because this is not our positioning. Look at Buick. In China, there are two D segment sedans: LaCrosse and Regal. This is not what we want to do. We are targetting a customer who wants a more dynamic car, so we don't want to have a big car. What is interesting is that in Europe, we see the D segment decrease year after year. One of the reasons is, nobody who owns a car today wants to switch to this segment. Why? Because if they want to go upmarket,

they choose an SUV. So clearly a future 508 cannot be just the same as the current car. We have to see that SUVs are important - the Quartz [an SUV concept at the Paris motor show] is showing the way for more dynamic models in the D segment.

You've said that Peugeot's global model range will be slashed from 26 vehicles to just 13. By when?

Today. From 108 to 508, by counting what we offer, you will now find 13 cars in our '8' range. These make up 94% of what we produce. We have now stopped producing some older models, like the [Hoggar] small pick-up for South America, and in Europe the 807 and 308 CC, also the 207 CC will not be replaced. These are segments which have been decreasing. Plus, we are still selling in various markets, 206, 207, 307, 308 generation one - we need to synchronise our newer models worldwide. By reducing from 26 to 13, there will be no impact on our volumes because almost all our volume is now from that 8 range plus 301.

What of the Mitsubishi-sourced vehicles, the iOn and 4008?

What is iOn, what is 4008? It's electric cars, it's SUVs. We need electric cars in the future, we need SUVs in the future. It might or might not be in co-operation with Mitsubishi. I don't think there is a future in the long term for specific electric cars. Instead, we would

have electric powertrains within 'normal' body types like Volkswagen is starting to do [e-Golf, e-up!].

Will you need these models sooner rather than later?

I don't think so. Today, we [PSA] are the leading group in low emissions within Europe. So I don't think we are in a rush to have to lower our CO2. We see that the electric market is not growing at the pace that some thought it should do but we still see that EVs will have their place in the future. We will also have hybrid solutions - micro hybrids, mild hybrids, full hybrids, plug-in hybrids - there will be a ramp-up of the technology. We already have some of these technologies and clearly PHEV is a good direction to follow. I think, we will need them by the end of the decade. Maybe we will go faster than before then but this will be driven by customer needs and by regulations.

If there won't be a 808 or a new Citroën C8 that means PSA is exiting this segment. What then is the future of SEVEL Nord [where the 807 and C8 were made]?

In fact, the 807 and C8 have gone out of production this summer though we still have some inventories to sell. Now, SEVEL Nord is for LCVs. Here, we build the Peugeot Export and Citroën Jumper and also a van for Toyota Motor Europe. We have lost Fiat as a partner for this plant but we have gained

Toyota. We will renew in the future the models which we produce there.

What about the RCZ - will it be replaced?

Today, it's true that we have not taken the decision about a replacement for this car. What you have to understand, is when you look objectively to the past, to the history of Peugeot, we have overinvested by attacking every segment of the European market. At the end of the day, we have been too Europe-specific with cars like the RCZ or CC models, which has also meant we neglected the rest of the range. We had 207 and 307 models that were not good enough. Clearly, what I want for the brand is to have the best models possible - the best 208, 308, 3008 that we can engineer. To have the right image, the best image, you need to focus your resources and people. Not just having fun by developing all these other cars. But, I love the RCZ, I drive one daily. Peugeot will be stronger not because it will have iconic niche cars like CC or RCZ. Peugeot will become stronger because the range will be stronger. This means, more GT, more GTi cars.

So no more 'halo' models?

It's nice to have these but it's not a must have to make separate models. In the future, you will see more in terms of materials, in terms of powertrains - in fact, all the



sporty models will be engineered that way, not just a sticker on the back of the car. This is the direction we will offer to the customer.

What does that mean for the luxurious XY model grade on the 208?

That was a good try. Sometimes you have to admit when you have a weakness. Maybe, XY was a bit too DS-like. Now you see the expensive versions of our models are the GT and GTi, which are the sporty versions, and with the Exalt concept there are new materials, a new look. It's got to be French luxury - this must be something different so that you make the cars more attractive to the customer.

Just Auto

Diesel car pollution is 25 times over legal limit

Joe Finnerty

A new report reveals even the newest diesels are breaking pollution limits when tested in real-world conditions.

New diesel cars are up to more than 25 times over the legal pollution limit, a new study into manufacturer emissions tests has revealed.

The International Council on Clean Transportation (ICCT) found the average car produces seven times more nitrogen oxides than the Euro 6 standard which came into effect last month.

Just one of the 15 cars that were tested met the 60mg per kilometre target with the worst result hitting a staggering 2,000mg per km.

Dangerous levels of nitrogen oxides have been linked to thousands of premature deaths in the UK and the increasing popularity of diesel cars has been a huge factor. It's led London Mayor Boris Johnson to float the idea of charging diesel drivers an extra congestion charge.

The British pollution tests, carried out by Emissions Analytics, revealed the Mercedes C200 and Citroën C4 Cactus produced three times the limit - but it said it could not release the whole data for all

the tests.

The tests were conducted in real-world conditions and included quick bursts of acceleration and longer periods travelling at 60mph. That's quite different to the official tests which are conducted in a controlled laboratory with smooth and gentle acceleration. The ICCT said the results that broke the limit were recorded during normal driving and not at extreme moments.

Vicente Franco, an ICCT researcher

and study author, said the results proved some manufacturers were developing the right technology but it wasn't necessarily being used correctly. Selective catalytic reduction tech, for example, is calibrated by manufacturers to work at its peak during the official tests rather than in real world driving.

Auto Express



Peugeot unveils 369kW Quartz concept at Paris Show

Peugeot has shown the world its view of a hi-po SUV future with the Quartz concept

19 September 2014
By RICHARD BERRY

Peugeot has unveiled its 369kW Quartz concept ahead of its Paris motor show debut, revealing the French car-maker's vision of a high-performance SUV future.

Described by its designers as having "the body of an SUV with the cabin of a sedan" the four-seater, pillarless, hybrid-powered Quartz has scissor doors, 23-inch alloy wheel, and a leather and basalt-trimmed interior.

At 4500mm long, 2060mm wide and with short overhangs, the Quartz is based on the PSA EMP2 platform that underpins the Peugeot 308 and sister company Citroën's C4 Picasso.

The high-strength composite structure and bonded panels means a B-pillar isn't required, creating a sleeker, sportier look.

The Quartz features LED headlights and tail-lights, bonnet louvre air-intakes, polycarbonate windows and two spoilers integrated into the glass roof.

The alloy wheels wear 305mm Continental tyres and are covered by composite

flaps to aid aerodynamics and improve brake cooling.

Electronically retractable steps lead into a cabin with black leather floorpans and headlining, a centre console trimmed with raw basalt, and bucket seats wrapped in tawny leather from old furniture.

Peugeot said that for the first time in automotive history a digitally woven textile made from recycled plastic bottles is used for interior components, too.

The Cockpit, as Peugeot calls it, also has a head-up display and instrument panel either side of the steering wheel.

Powering the Quartz is a full plug-in hybrid drivetrain which combines Peugeot's

199kW/330Nm 1.6-litre THP270 four-cylinder turbo petrol engine from the RCZ R coupe with two 85kW electric motors on each axle for a combined 369kW output.

The Quartz has Macpherson struts up front and a multi-link set up in the rear, while a camera is able to 'read' the road ahead and adjust the pneumatic suspension.

The Quartz is just one of several vehicles Peugeot will debut at its home-turf motor show in October. Others include the hyper-efficient 208 Hybrid Air concept, the 308 GT hatch and the European version of the Exalt concept.

GoAuto.com.au



Peugeot 508 plays catch-up

A mild makeover gives ageing Peugeot 508 more modern moves – but is it enough?

Byron Mathiodakis

Peugeot's middle-aged mid-sized 508 is attempting to shake its invisible middle-of-the-road image with a substantial makeover that includes a fresher appearance, more technology and improved drivetrain efficiency.

The French company has yet to divulge pricing, although we hear local importer Sime Darby is aiming to maintain the \$36,990 opening gambit that the series has had since its mid-2011 introduction in Australia, even though spec levels will rise on the facelift that is expected to go on sale in the first quarter of next year.

The new-to-508 features include blind-spot monitor and reversing camera, while a large central touchscreen with improved multimedia connectivity from the 208 and second-generation 308 small car bring the newcomer up to date.

To help it look more modern on the outside, Peugeot's designers have elongated and squared off the nose with a bluffer front end, smaller headlights, a more upright grille and a different bumper, while the

tail-lights gain a more horizontal look matched to a new rear boot lid and bumper area.

Interestingly, the rectangular grille sees the return of the marque's famous lion logo to the centre, connecting the 2011 508 with its 1979 505 and 1968 504 predecessors. Conversely, upper-spec models such as the GT will gain segment-first all-LED headlights that dramatically improve scope and penetration.

Significant under-the-skin modifications have been made as well, although none to the electric-assisted rack and pinion steering, multi-link rear suspension or either of the two front

suspensions on offer depending on model (MacPherson on lower grades and a more complex double wishbone arrangement on the flagship GT). "We did not change the steering or suspension because there was no need," a Peugeot spokesman told GoAuto at the 508 Series II launch in Spain last week.

"The previous 508 had achieved the perfect balance that customers want." This is a worrying situation, for a range-topping GT sedan we tested nearly three years ago disappointed us with its persistently rattly steering rack, choppy ride (on 18-inch wheels/tyres,



admittedly) and underwhelming handling. Only a test on Australian roads will reveal if the firm is deluded or not.

Things have moved forward on the 508 drivetrain front, however, thanks to the introduction of a slew of newly Euro-6 rated engine options that Peugeot hopes will open up its midsize's appeal.

Key to the company's plans to keep the all-new Ford Mondeo and Volkswagen Passat at bay is a heavily modified small-displacement direct-injection four-cylinder turbo petrol engine known as the 1598cc 1.6-litre THP 165 (for brake horsepower measurement). With efficiency a top priority, it averages an impressive 5.8 litres per 100km and 134 grams per kilometre of carbon dioxide emissions on the European cycle – the upshot of a heavily modified and Aisin-supplied six-speed torque converter automatic transmission dubbed the EAT6. No manual gearbox will be offered.

Power and torque maximums for the 1.6L THP 165 are 121kW at 6000rpm and 240Nm at 1400rpm respectively, to help the 1410kg four-door sedan hit 100km/h from standstill in 8.9 seconds, on the way to a 210km/h top speed. While these figures might sound pedestrian in this day and age, they only tell half the story, for the 508 THP 165 is a rapid and flexible performer (after a moment's hesitation), building up speed quickly and unobtrusively all the way to the rev limiter's red-line cut out.

This is quite a surprising revelation, because the 508 is almost as large

as a Holden Commodore and beats it for boot space. Our test car on the beautifully slick roads of Mallorca was the SW Touring wagon with two adults and luggage on board, yet it never felt wanting or gutless.

The Peugeot is also an able and involving handler, carving up corners with a huge amount of grip and composure, without compromising the supple ride (on 215/55 R17 tyres) that came to be one of the best things about the 508 we had been driving.

However, despite displaying towering handling and braking traits, the steering feels a bit too light and remote for keener drivers who might want to connect with their car. Nonetheless, the THP 164 EAT6 petrol ought to be the range best-seller, usurping the HDi diesel units that Sime Darby has yet to confirm for Australia.

Three diesel automatics are currently available to be cherry picked for Australia – a carryover 120kW/340Nm 1997cc 2.0L HDi 160 Euro-5 that can race to 100km/h in 6.6s and return 5.4L/100km and 140g/km and 150kW/450Nm 2.2L HDi 200 that slashes the 0-100km/h time to 5.2s while actually using 0.1L/100km less fuel on the Euro cycle (both retain the old six-speed auto), to the new 133kW/400Nm 2.0L BlueHDi 180 with EAT6 auto that returns a 5.6s dash time to 100km/h, 4.4L/100km and just 116g/km. Unfortunately, we had no access to any of the HDi automatic models, just a satisfyingly smooth yet punchy 110kW/310Nm 2.0L BlueHDi 150 with a six-speed manual that felt lively and strong throughout the gears. Sadly, we are unlikely to see this powertrain combo on the 508. Aside from the helpfully intuitive and easy-to-operate

touchscreen interface and always-handly reverse camera imagery it relays, that's it to the 2015 facelift.

The seats hold and support with ease; the dashboard look and feel is on a par with the best of the midsize sedan/wagon set (especially in the opulent SW Feline wagon, with its sober yet appealing textures, tasteful leather trim and multitude of standard kit. Only occasional road-noise intrusion and the odd glimpse of a slightly ill fitted and/or overly-plasticky lower-cabin trim panel undermined the car-maker's lofty aspirations for its struggling midsize. So should you wait for the new car?

Despite all of the advances made, the 508 remains a curiously anodyne experience, coming across as terrifically competent in most areas without shining in any. The outgoing Mondeo and Passat were better overall propositions, we felt, and their respective replacements due soon are set to raise standards in dynamics, quality, efficiency, refinement and driver appeal. Needless to say, the Peugeot will have a tough time.

Our initial experience suggests that – good as the facelifted 508 is – the changes may not be enough to keep the car or its potential target group near or at the top of the segment. Still, the latest 508 feels significantly better than before and is not as dull or boring as before. Don't dismiss it so easily this time.

GoAuto.com.au

The French Connection – from Perth to Paris

Alex Forest

Peugeot cars made their mark in Australia when a 203 won the first Redex Trial in 1953.

A second win came in 1956, when a Peugeot 403 won the event, cementing the brand's reputation in Australia for supreme endurance.

All that toughness continues to inspire owners of 1950s and 60s Peugeots to take their cars far beyond the black stump.

One of those owners is Barry Mouritz, who has driven his 1960 403 wagon more than 80,000km throughout Australia and New Zealand during the past 11 years.

Mr Mouritz said he grew up in Mt Isa in Queensland and fondly remembered participants in the Redex Trial going through the remote mining town during the 1950s.

The event left quite an impression on the young Mr Mouritz, so much so that in 2002, he bought his Peugeot 403 specifically to participate in the Redex Trial 50th anniversary event in 2003.

Since then, he's taken it all over the country.

Mr Mouritz said his next trip in his 403

wagon, scheduled for May 2015, would take him and a small band of other Peugeot enthusiasts from Perth to Paris.

He said the first leg of the journey would be shipping the cars from Fremantle to Kuala Lumpur. "We will travel north to cross into China from Laos then on to Mongolia, Russia, Kazakhstan, Russia and into Europe to finish in France."

Currently, three vehicles are committed to the epic trek. The group is looking for at least two more cars to join them, which will help reduce the per-car cost of the trip.

One of Mr Mouritz's fellow Peugeot travellers, a Melbourne owner of a 1957 Peugeot 203 wagon, is looking for a co-driver to join him.

"We are looking for one more co-driver for this four-month trip and also a couple of early-model cars wanting to participate," Mr Mouritz said.

For further details, Mr Mouritz can be reached on 0408 958 784.

The West Australian



PAC Minutes of General Meeting

8pm 23 September 2014

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Birch	
Glen Bryden	
Greg Francis	
Bill MacNamee	
Jim Taylor	
John Geremin	

Apologies

John Bower
Col Handley
Neil Sperring

Introduction

1. The meeting opened at 8:26pm, following a convivial dinner in the Weston Club Bistro.

Minutes of last meeting

2. The minutes of the 26 August 14 meeting were read and accepted. Prop. Brad, 2nd Jim Taylor, Result: Carried.

Matters arising from the previous minutes

3. Peugeot Club Merchandise – Ongoing.

Financial position

4. The Treasurers Report was presented by Glen Bryden. Cash at Bank is: \$10185.91, this is after payment of annual PLI Fee of \$638.00.

Secretary's report

5. Inward correspondence
 - a. Letter from the ACT Government – Office of Regulatory Services
6. Outward correspondence - nil

Council of ACT Motor Clubs (CACTMC)

7. Neil Sperring attended the CACTMC meeting, as this was also their AGM there was nothing significant to report. Details of the new office bearers will be available in the Council's Minutes and presented at the next PAC meeting. The next CACTMC meeting will be held on Thursday 16 October 14.

General business

8. A confirmation that the twice postponed Battle of Waterloo will be held on 28 September 2014 in King's Park. A reminder email will be sent to all members.
9. A second mailbox key was obtained for the Secretary in case Glen who usually collects the mail is unable to do so.
10. PAC Website Domain Name Expiry November 14. - Following discussion on this matter the meeting decided to remain with the current service due to the difficulty of changing the Domain Name without the Website being off line for an extended period while the change is being made.
11. The 2015 Peugeot Pageant - Matters yet to be finalised:
 - Concourse Location – for best effect.
 - Paddock for the Motorkhana Events
 - Binnalong Museum visit arrangements

- 'Show bag' / Event Souvenirs

Brad will continue to lead on the arrangements with assistance from the event sub-committee, mindful of the decreasing time for announcing the event and securing bookings etc.

Close

12. The Meeting closed at 9.09 pm. The next meeting will be held on 28 October 2014.

