

ROAR

Magazine of the Peugeot Association of Canberra



August 2015

02 President's Report

03 2015 Committee
• Who's who in PAC

04 Classifieds
• For Sale

09 Calendar
• Club events 2015

10 Calendar
• French car drives in 2015

11 Calendar
• Worm Weekend at Cobram
• '03 to Worm Weekend 2015

12 Calendar
• Peugeot Pageant Oberon 2016

13 Calendar
• Pambula Motorfest 2015
• Rovin' 'Round the Riverina

14 News
• Authorities underline State role in auto sector

15 News
• 308 heads the Lion pack

17 News
• Peugeot's large car range makes the transition to cleaner diesel engine technology

18 News
• This stunning Peugeot 206 T16 is up for auction, and you want it

20 News
• Vale John Marriott

21 Technical
• More on keys

23 News
• Even cleaner engines to come

24 Nostalgia
• Peugeot 401

25 Minutes
• PAC Minutes of General Meeting 28 July 2015



ON THE COVER

This Peugeot 205 T16 can be yours for an estimated \$256k - \$320k. See story on Page 18.

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>

All copyrights to original articles herein are reserved except for other Peugeot Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the PAC as a whole.



Greetings all,

Unfortunately I missed last month's club meeting – I was in Japan that week, attending a conference in Nagoya, where I managed to spot only one Peugeot (a lonely 308 wagon) during the 9 days I was there. Admittedly I mostly travelled on the subway, and travelled from Nagoya to Tokyo on the Shinkansen (bullet train), but I saw plenty of cars around Nagoya Station each day, so my survey was based on substantial numbers. Japan is clearly not a big market for Peugeot.

Summer temperatures in Nagoya reached 35 degrees most days and never fell below 25 degrees at night, plus it was very humid. Coming back to a Canberra winter was therefore a bit of a shock, including snow on one day. Just as well I have heated seats in my new 508!

Yes, it's true – I have a new car.

I bought my black 508 Allure in mid 2011, immediately after the 508 model was released. Indeed, it was the first and only 508 sedan on Canberra roads for about 3 months because supply was very limited.

After 4 years the car had only done 80,000 km and was running beautifully, but an end-of-financial year deal on another 508 was too good to pass up. The car I purchased was a 2014 Allure, with the same diesel/6 speed auto configuration.

It's not the 'facelift model' that was released several months ago, but I decided that I preferred the lines of the earlier model and the other small changes (e.g. reversing camera) on the new model were neither here nor there for me. Plus there was the considerable discount (around \$6,500) on the superseded model to take into account...

So, what's different about my new car? Very little except for Sat Nav, heated seats and a different colour (Egyptian Blue). I certainly wasn't about to give up my highly prized number plate (LE508), so that was transferred to the new car. Oops, I almost forgot another important difference – the new car has done 80,000 km less than my old one! And, knowing that I had coveted the Peugeot Monopoly set in the Pug merchandise display cabinet at Melrose Peugeot, they kindly included one with the car.

Before I took delivery of the new 508, I paid to have paint and leather protection. The product that Melrose Peugeot recommended was Ceramic Coat paint protection, developed by the Williams F1 team, which comes with a lifetime guarantee and, according to the product brochure, means that I won't need to polish the car – regular washing with soap and water is all that is supposedly required.

Certainly the paintwork feels really slick after the treatment and augers well for easy removal of bugs and bird droppings. We shall see, but it looks a whole lot better than a car-

bra for front paint protection.

I have now done just over 1000 km in the new 508 at an average fuel consumption of 6.7 litres/100 km, including a mixture of city and country driving. My previous 508 was averaging 6.2 litres/100 km under similar driving conditions, so I expect an improvement in fuel economy as the car is 'run in'.

The next club meeting will be held at the Raiders Weston Club at 8 pm on Tuesday 25 August, with dinner and drinks from 7 pm. With rapidly lengthening days, why not join us and celebrate the impending end of winter?

Keep on Pugging.

Brad Pillans

Brad Pillans



2015 COMMITTEE

President and Club

Registrar

Brad Pillans
30 Aspen Rise, Jerrabomberra,
NSW, 2619
0427 662 112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens
PO Box 11
Narrabundah ACT 2604
0429 313 090

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@amorphous.com.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
0418 856 504
hca@netspeed.com.au

Social Secretary

Colin Handley
4 Bains Pl
Lyneham 2602
62488442
alpinesigns@ozemail.com.au

General Committee

Neil Birch

Greg Francis

Mike Garrett

Neil Sperring

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

505 Peugeot STI 1984

505 Peugeot STI 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4,000 ono. PEU 505. Ray 02 6352 5826.



504 Peugeot 1974

504 Peugeot 1974, auto sedan, Trak Orange, square port head, good tyres. No rego, best offer. Colin 0414 484 398.

Peugeot 405 1994

Peugeot 405, 1994, red, manual. Near new tyres in great condition, and good battery. Useful for parts. Some mechanical and bodywork issues. Best offer accepted. Please contact me for further information - Elliot, 0416 828 931, Canberra.

407 Peugeot, 2010

407 Peugeot, 2010, 2 litre turbo diesel. White gold; 6 speed auto sedan; full black leather interior with heated front seats; sun roof; retractable side mirrors; front weather shields; 5 alloy wheels; tow bar; tinted windows. One owner, full service record. Excellent condition, 122,000 kms. Just serviced by Bill Macnamee. 5 months rego. \$16,450 ono. Call Peter on 0417 662 870

604 Peugeot

A complete 604, don't know year etc, a bloke left it with me in at Griffith, NSW, about 4 years ago, intending to do a restoration and now says he doesn't want it. Complete but needs rebuilding. Has spare motor and bits in boot. I need the space in my yard ASAP, but I respect cars and don't want it to go to the dump! Just come and take it away for free ASAP or it will be another Peugeot lost to the metal recyclers!

Russell Rowley, ph 02 6962 7552

CLASSIFIEDS

FOR SALE

Peugeot 403

Rare car with original 75, 566 miles. Original interior in great condition. Bare metal respray by BMW expert painters prior to purchase in 1996, and paint still in excellent condition. Owned since 1996. On historical NSW club plates 27133H. Always garaged. Has original sales receipt and warranty from Canada Cycle and Motor Co in 1960. Drive away today, great mechanical condition. Offers over \$8,500. Plus Peugeot 403B for sale, suitable for restoration or parts. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.



PARTS

203, 403, 404, 504 parts

Peugeot parts for 203, 403, 404 and 504. Too many to list, call to see what is available. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.

404 head

404 head (5 bearing, 1970), carefully wrapped up and stored. Reconditioned around the mid-1980s, it has stayed wrapped and cared for 25-30 years. I am after a fair and reasonable price for it. I have an idea what that might be, but I am open to reasonable offers? The freight is at the buyer's expense. Philip, 0418 93 25 26. I am not throwing or giving it away.

404 hubcap

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

CLASSIFIEDS

FOR SALE

203 Peugeot 1949

203 Peugeot 1949. Fully restored to original condition, some years ago, and still looks good (see photo at right). Six volt battery system. Factory sun-roof. Windscreen sun-visor and roof-rack (both as new). Old tyres could do with replacing, but otherwise a very nice car and always popular at car displays. Currently on NSW historic plates. \$7,500 ono. Brad Pillans 0427 662 112.

205 Peugeot CTi

205 Peugeot CTi (see photo at right). 1.9L engine, 5 speed manual BE1 gearbox, no P/S, no A/C. Original interior in good nick. Electric front windows. Manual folding roof. (Needs new roof liner.) Paint is OK overall but RHS is faded and showing signs of age. Has now been registered for 4 years. Looks and drives very well. Located in Western Australia. \$5500 ono. Contact Luca 0403 638 658.



CLASSIFIEDS

FOR SALE

504 Peugeot Coupé

504 Peugeot Coupé. 1979, 2 litre Ti, 4 speed manual, LHD with 125,000 genuine km. Always dry. Unleaded petrol, @ 28.5mpg. VIN 3131468. The car is located in Seymour Victoria and whilst sold without a roadworthy, is in 9/10 excellent condition. \$25,500 ONO. Photos available. Rodney Provan, email rod777@icloud.com ph : 03 5792-1375 or +852 9272-9166.



CLASSIFIEDS

FOR SALE

504 Peugeot Ti

504 Peugeot Ti, manufactured 2/1975, 2 litres, sedan, white, 4 sp manual. Historical ACT (club) registration until Sept. Electric windows. Alloy wheels. Tow bar. New battery. Always garaged. Well maintained. Always serviced by technical officer of ACT club. Drive away today, in great mechanical condition. \$3,150 ono. Please contact me for further information - Robert, 0410 939 149, Canberra, or mail to droom@hotmail.com.

FOR SALE

505 Peugeot STI 1984



505 Peugeot STI 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4000 ono. PEU 505. Ray 02 6352 5826.



CLUB EVENTS 2015

25 August 2015

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

22 September 2015

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

27 October 2015

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

Calendar

FRENCH CAR DRIVES 2015

Sunday August 23

Crisp Gallery, Gap Range Bowling and afternoon tea at Rollonin Cafe in Bowning. www.petercrisp.com.au

Sunday October 25

Braidwood Historic Town walking tour, self guided. www.visitbraidwood.com.au/expbwd

Sunday December 6

Christmas BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com.

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia

Worm Weekend at Cobram

This year's Worm Weekend will be held at Cobram, on the Murray from 11 to 13 September.

Accommodation will be at the RACV Resort on the outskirts of Cobram.

The resort has every type of accommodation from camping sites to luxury apartments. Then there is the cafe, swimming pool, tennis courts and even a basketball court for those wishing to throw a hoop or two.

RACV roadside assist members receive a generous discount, as do members of interstate motor groups (NMRA, RACQ, RACT etc).

Prices for the resort start at \$99 per night for two in a standard cabin, with a minimum stay of two nights. See below for more information.

The only downside is that there is a minimum stay of two nights.

If this doesn't suit I suggest you try the Charles Sturt Motor Inn, which is only a short drive from the resort.

There will be the usual 5.04s at the resort on the Friday and Saturday nights.

As we are celebrating the 60th anniversary of the 403 and everyone has to travel a good distance there have not been any long runs organised, instead there will be several suggestions for local runs you can take if you so wish.

Also, the local paddlesteamer, Cobba, will be cruising on the Saturday for those who wish to take to the water and see the Murray from a different view.

Friday dinner is not planned, but those who are there can decide where to eat.

The Saturday night meal will be at a local hotel. Pay for your own meal and drinks.

On the Sunday we will have the usual photo shoot and then a drive to a lunch spot from where you can then head home or return to Cobram.

The fee for the weekend is \$20 per head, which covers 5.04s and trophies. All meals are at your own cost.

Accommodation:

RACV Resort: 154 Campbell Road Cobram, Phone 0358722467, email cobram@racv.com.au.

Prices are for RACV members, per night for two, with a minimum stay of two nights.

Standard cabin: \$99.

Park cabin: \$115.

Lakeview cabin: \$145.

Holiday apartment: \$154.

The Charles Sturt Motor Inn: Phone 03 5872 2777, email bookings@cobrammotel.com.au.

When you have booked your accommodation, please notify Milton Grant (0419 406 056) or Paul Watson (0427 203 206) before Monday 7 September.

'03 to Worm Weekend 2015

With the '03 weekend at Mudjee and the Worm Weekend at Cobram being a week apart in September, Peugeot enthusiasts might be interested in driving from Mudjee to Cobram.

I am not aware if the two events have been linked in this way before, so here is a chance to make history.

If you are interested in being a participant in the convoy let Ross Berghofer know at ross.berghofer@gmail.com so that he can put interested people in touch with each other.

Peugeot Pageant Oberon 2016–Apr 8 to 11

Expression of Interest

The next Peugeot Pageant, which the Peugeot Car Club of NSW is hosting, will be held in NSW at Oberon **from Friday 8 April to Monday 11 April 2016**. This is two weeks after Easter.

Oberon is a cool climate country town of around 2700 people, about 2½ hours west of Sydney, and is 40 minutes SE of Bathurst and 40 minutes SW of Lithgow. There is plenty of spectacular scenery in the area and on offer for our navigation run.

This form is to advise you of the venue, and to enable you to plan ahead to include the next Pageant in your 2016 itinerary. We have two motels fully booked and for those who envisage going to the Pageant, we encourage you to both book your own accommodation and definitely advise us, for catering purposes, of your intention of participating. There is no commitment by returning your Expression of Interest form to actually attend, but we ask that you let us know if you are thinking of attending. **This year due to the size of some of the eating and accommodation venues, we may have to limit numbers to 80 so you will definitely be registered in order of receipt of the Pageant fee and having a motel booking.**

The format will be similar to most other Pageants commencing with dinner on Friday, then concours on Saturday morning, motorkhana and hopefully driving skills events on Saturday afternoon, and observation run on Sunday morning which will end up for lunch at the largest privately owned garden in the southern hemisphere. This will be followed by an afternoon of free time where you will be able to inspect the 10 acre garden and water garden, or see some of the many other interesting museums (military, district and heritage railway), a private tractor collection, etc in or around town. The presentation dinner will be on Sunday night and will conclude with breakfast on Monday morning. All meals will be included from Friday dinner to Monday breakfast (inclusive).

For those who are fortunate enough to have Monday off, we have arranged an inspection of the large Borgs MDF panel factory at Oberon after breakfast which will only be available for a very limited number and will take 1½ to 2 hours.

You need to book your own accommodation at either The Big Trout Motel or Titania Motel (both 3½ star and both have free Wi Fi), which are the two we have fully booked and are only 550m apart.

The main Pageant motel will be **The Big Trout Motel** which will also be the venue for **all** the breakfasts. Most rooms have a queen and 1 single bed in them and are very clean and spacious. These will be \$125 per night for room only for 2. You will have to talk to Maria for prices of other room configurations which include queen and 3 singles; 2 queens, 1 single with a spa; and a 2 bedroom unit with one bathroom. Ph 02 6336 2100 (Maria) and mention the Peugeot Pageant for the special rates.

The **Titania Motel** has queen and single rooms for \$125 per night for 2 (or smaller double rooms for \$109 per night) for room only. You will have to talk to Denise for prices of other room

configurations which include queen and single with kitchenette; queen and 3 singles; 2 bedrooms self-contained with 2 separate toilets; a 1 bedroom self-contained unit; and a 3 bedroom cottage. Most have air cond. Ph 02 6336 1377 or 1800 462 376 (Denise) and mention the Peugeot Pageant for the special rates.

Otherwise, there is the **Highlands Motor Inn** (3½ star) – Ph 02 6336 1866, or the **Jenolan Caravan Park (in Oberon)** which has sites and cabins – Ph 02 6336 0344.

Please note: The Pageant registration fee will include all meals incl breakfasts.

.....cut here and return lower section.....

Peugeot Pageant Oberon 2016 (Apr 8 to 11) – Expression of Interest

Name(s).....

Postal address..... State..... Postcode.....

Email address.....

Phone: Hm Mob 04.....

I will represent thecar club at the Pageant.

I/we are interested in participating in the: motorkhana driving skills tests neither (circle 1 per driver)

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at () Big Trout Motel; () Titania Motel; () Other:

(please nominate).....

I/we are interested in participating in the Borgs factory tour on Mon morn: () N; () Y (number) ...

On completion, either: Email the completed form to pageant@peugeotclub.asn.au;

Or mail to: Anne or Graeme Cosier, 61 Woodcourt Rd, Berowra Heights NSW 2082;

Questions to Graeme or Anne Cosier 02 9456 1697 or 0418 203 195

or email to pageant@peugeotclub.asn.au.

Final registration forms will be available shortly.

Please return the above form ASAP to assist with planning, and book your accommodation if you know you are definitely attending. You will have a better choice of accommodation, the earlier you book it!

Pambula Motorfest 2015

The 4th annual Pambula Motorfest and Swap Meet will be held on 26-27 September at the Pambula Sporting Complex, Pambula NSW.

The organising committee says the Motorfest is not just a car show, it's a celebration of all things motoring. "So whether it's cars, trucks, motorbikes, tractors, or if it has a motor, we welcome everyone!" the committee says.

"The Pambula Motorfest prides itself on having something for everyone to see and do, so rev up your weekend with live bands Saturday afternoon, lawn mower racing, Flair Action Sports stunt displays, food frolic both days, Reptiles Rule interactive shows, Jet go kart, Swap meet both days, a massive kids zone and log truck jinker displays."

Also for the entrants, there will be a Meet'N'Greet Cruise, which heads out on Saturday morning to take in the sites of the local area. Make a weekend of it. The Pambula Motorfest is a family friendly event with heaps for the kids to see and do, including Reptile Shows, Stunt Bikes, Jumping Castles, Balloon Shows and so much more! And with the addition of the Food Frolic this year there is something to entertain every member of the family.

The Pambula area is rich in history and is perfectly situated on the Sapphire Coast, with some of the best beaches in Australia and plenty of things to see and do. So book your accommodation early and plan a trip away with the family this school holidays. For more details visit the website:

www.pambula-motorfest.com

Rovin' 'Round the Riverina

Neville Summerill invites Peugeot enthusiasts to join him anywhere between the Henty Machinery Field days and Alan Taylor's farm at Hillston.

Summerill intends to attend the Henty event that starts on Tuesday 22 September (check it out at hmfd.com.au) and afterwards drive to Hillston to meet Alan Taylor of 403 and 1956 Ampol Trial fame. Members can join him anywhere along the journey, but let him know about it by contacting him on 02 6458 7208.

Here is the itinerary:

23 September: Gundagai to Holbrook and Henty Machine Field Day, arriving mid-afternoon. Later, leave for overnight at Lockhart

24 September: travel via Narranderra, Darlington Point, Griffith to Hillston

25 September: Hillston

26 September: Hillston Show

27 September: With Allen Taylor, winner of the 1956 Ampol Trial, then on to West Wyalong, overnight

28 September: Head for home.

Be prepared to camp out as accommodation will be scarce. This run will celebrate the 403's 60th anniversary. 403 and Allen Taylor go hand in hand. All Pugs are welcome.

Authorities underline State role in auto sector

Simon Warburton
27 July 2015

Northern French regional authorities say they will continue to offer State support to automotive companies in the region as the area maintains its position as one of the sector's most influential employers.

Addressing the recent Forum on European Automotive Industry in Lille (FEAL), politicians queued up to reaffirm what they believe is the pivotal role the State plays in the life of the automotive sector in France, with up to €25bn (US\$28bn) on offer in the form of tax incentives.

"I would like to confirm State support and in all the support which can be given to your [automotive] activity," said Nord Pas de Calais Prefect, Jean-Francois Cordet.

"In this region, which is the leading region in France, we have 36,000 employees who are working in seven plants of manufacturers such as PSA, Renault, Toyota and more than 250 companies are sub-contractors and suppliers representing global companies and SMEs, who are very competitive.

"The State wants to give its support to the strengthening of the industry with specific schemes, most of which come under a

national program, which is the future investment program. It is less known in Europe than it is in France.

"This program has objectives such as assembly initiatives and structuring the automotive industry. There is also support to the R&D project, especially road mobility and using fewer fossil energies."

Warming to his alternative mobility theme, Cordet highlighted how France was 'accelerating' the rate at which electric vehicle recharge points were being made available, with around 14,000 such stations in existence already, with a further 16,000 to be established within the next four years.

"All these schemes [are]...intended to reinforce the competitiveness of companies in the territory [France]," added Cordet. "It is €20bn of tax credits, €5bn of tax deduction for research activities.

"Sometimes you are doing this for budget savings - no it is not just budget savings. We want to reinforce the economy and it is in the idea of administrative simplification that these reforms are being carried out in France.

"There is a common

will to participate in the economic development of the region as we do on the national scale. It [automotive] is the industry of the future. That is the collective will."

FEAL brought together automakers, suppliers and buyers in the northern city of Lille, with its theme, 'Factory for Future Mobility.'

The program also included sessions on mobility, the factory of the future, tomorrow's vehicles and new materials.

Just auto



Paris continues to back the French auto industry through regional support

308 heads the Lion pack

Peter Wilson

It was almost like the last June. Records tumbled again this year as Australian new car buyers took advantage of low interest rates and chased end-of-financial-year bargains in numbers – and Peugeot was among the winners.

The Lion brand was in for the feast that saw national vehicle registrations soar 6.6 per cent on 2014 to 125,680 in June, bringing the Australian six-monthly tally 3.3 per cent higher at 578,427 and talk of this year's sales beating the 2013 record.

After a run of months in the low 400s, May was very quiet with 305 deliveries of new Peugeots. Interest soared in June to result in 504 deliveries, indicating that canny buyers were again holding out for the June deals and special discounts.

That was not as good as the 618 in June 2012 and the 708 in June 2014, but it was a 7 per cent increase, a few points ahead of the national trend. Peugeot's first half total improved to 2,426 units compared with 2,271 in the 2014 period.

A curiosity of this year's monthly totals is that they are akin to Peugeot model numbers – 406 in January, 405

in February and March, 401 in April, 305 in May and 504 in June.

Peugeot improved its position a notch to No 22 brand in national sales, trailing Renault's 34 per cent increase to deliver 5,697 units at No 18 and Fiat's 8 per cent fall to 3,108 units at No 21.

However, Peugeot was ahead of Skoda at No 23 with a 30 per cent fall to 2,352 units and Volvo, which slumped to No 24 with a 17 per cent fall to 2,288 units.

Alfa Romeo slipped back to No 27 with a 38 per cent dive to 874 registrations.

Sime Darby's other French brand, Citroën, boosted by 120 deliveries in June, improved its position from No 31 to No 29 in the list of 50 brands (that's not counting the new Chinese Haval, Foton and LDV) with a 6 per cent rise to 667 first half registrations.

The official figures show the new generation T9 Peugeot 308 has confirmed its position as the Lion brand's top-selling model



Here soon: the facelifted 208.

in Australia.

The 867 new registrations to June is a strong result more than double that of the first quarter and approaching the 1,004 of the previous full year before the full model and drivetrain line-up has arrived.

The three series has always been Peugeot's volume seller in Australia until the 4008 crossover arrived and buyers began preferring the fresh model to the older T7 308.

The 308 still has a way to go to catch its old rival, the Renault Megane, which had 2,066 new registrations last year and 998 in the year to June.

The 4008 was Peugeot's leading model last year with 1,240 registrations. In the first quarter the 308 beat it 403 to 293 and in the second half beat it 867 to 505.

Every month the Federation of Automotive Industries reports how the demand for SUVs keeps increasing its market share, nibbling at the passenger share. It's gone from 32 per cent last year to 34.5 per cent in the first half. It may be the trend, but the passenger share of the market is still 45.1 per cent and Peugeot's result reminds there is still a firm demand for small passenger cars.

Although it is approaching runout, the 208 drew increased interest. The 115 June registrations – almost double those of May – took the first half result to 487 units. The facelift model revealed in the Geneva Auto Show in March with wider grille and new lights is now a matter of months away.

Peugeot Automobiles Australia has indicated that club members will be invited to Homebush closer to the model's fourth quarter release for a preview. It is awaited with interest because an Aisin six-speed auto will replace the present model's dated four-speed unit. The two series is Peugeot's top seller in Europe.

The latest figures from Jato show registrations to May were 97,308 compared with 83,459 308s. The locally built 2008 and 3008 are more popular close to home than they are in Australia, with 68,734 and 28,814 registrations respectively while the 4008, which reigned at the top for a while in Australia, had only 1,045 deliveries.

The facelift to the 508 this year boosted interest. The first half saw 218 registrations, compared with 357 last year.

Toyota continues to lead the national market with 101,184 deliveries so far in 2015, up 1 per cent, but its share has slipped from 18 per cent last year to 17.5 per cent.

Mazda gained 9 per cent to come second with 56,951, Holden was down 9 per cent at third with 51,737 and Hyundai fourth with 50,099.

The phasing out of local assembly of some popular models is expected to bring jostling among importers for future leading places.

The Toyota Corolla remains the top-ranking model (21,750) ahead of the Mazda3.

The leading models in Australia year to date are Corolla 21,750, Mazda3 20,42m, Toyota HiLux 18,781, Holden Commodore sedan/ wagon and ute 16,330, Hyundai i30 15,801, Ford Range 14,144, Mitsubishi Triton 13,709,

Mazda CX-5 12,48, Volkswagen Golf, 11,82, Toyota Camry 10,426.

The Pugilist

First six months' French brand deliveries

Position	Model	1H 2015	FY 2014
129	Peugeot 308	867	1,004
157	Peugeot 4008	505	1,240
158	Peugeot 208	487	869
193	Peugeot 508	218	357
202	Peugeot 2008	178	488
203	Citroën Berlingo	172	280
213	Cit C4/Gr Picasso	121	124
240	Peugeot 3008	77	115
244	Citroën C5	62	166
252	Citroën DS3	51	134
257	Citroën DS4	45	77
258	Peugeot RCZ	45	108
278	Citroën DS5	20	77
291*	Peugeot Partner	9	29
301*	Peugeot Expert	1	62
	* Peugeot 5008		90
	* Citroën C4 Aircross		50
	* Peugeot 4007		23
	* Peugeot 207		9

* Model discontinued.

Peugeot's large car range makes the transition to cleaner diesel engine technology

17 August 2015

Aussie buyers of Peugeot's 508 will enjoy longer range from updated Euro 6 emissions-compliant models being introduced to the local market.

The current flagship of the range, the 508 GT, will gain a new 2.0-litre powerplant in lieu of the 2.2-litre Euro 5 diesel that has powered it up until now.

While the new engine – also a diesel – is more economical than the 2.2, it's a little slower for the 0-100km/h time (8.6 seconds versus 8.2), and power and torque are pegged back.

Developing 133kW and 400Nm, the new engine is at a performance disadvantage against the older 2.2-litre four-cylinder, but official fuel consumption is now rated at 4.0L/100km in the combined-cycle test – a significant improvement on the 5.3L/100km figure for the 2.2. CO2 emissions have also

dropped back from 140g/km for the 2.2, to 105g/km for the new 2.0-litre.

"With over 125 years of drivetrain development and engineering experience this is our opportunity to leverage PSA Peugeot's lead in development and rollout of powerful and efficient drivetrain technology," said John Startari, General Manager of Peugeot Australia.

"The Peugeot 308 range was the first to receive PSA's awarded PureTech and BlueHDi

range of drivetrains in Australia and they are proving to be winners with customers, with over 85 per cent of all 308 vehicles sold specified with the Euro 6 drivetrains."

Peugeot is yet to announce pricing for the new model, but it has confirmed the 2.0-litre 508 GT is due to arrive here before the end of the third quarter.

Motoring.com.au



This stunning Peugeot 205 T16 is up for auction, and you want it

Vijay Pattni
30 July 2015

To be auctioned London, September 7, 2015
£120,000 - £150,000

Fast Peugeot 205s are the hot hatches that classic hot hatch enthusiasts get really worked up about. This one could very well send their adenoids into overdrive.

Because what we have here is a 1984 Peugeot 205 Turbo 16 – yep, the original T16 Pug, the one that inspired Seb Loeb's Pikes Peak monster – that's coming up for auction at RM Sotheby's London sale.

The road-going 205 T16 existed, don't forget, because Peugeot needed to build 200 to take the racing version into Group B. This is one of the 200.

Like the Group B car, it gets a 1.8-litre turbocharged four-cylinder engine, mounted in the middle where the rear seats would normally sit.

It also gets a four-wheel-drive setup, with an epicyclic

centre diff and viscous coupling system. So, yes, this is a mid-engined, four-wheel-drive Peugeot 205 GTI.

You'll notice that the body is significantly modified over the workaday 205 GTI, too. It's built around a tubular steel structure, with flared arches, comically massive air scoops across the sides and bonnet, and a wonderful rear clam-shell that opens up to reveal the turbo'd four-pot.

So, like its Group B brother, the 205 T16 gets lots of rally-inspired kit. But unlike its Group

B brother, it doesn't get 500bhp, but a rather more wieldy – and palatable for the average human – 197bhp. That will feel, we suspect, more than sufficient.

This particular car is nicely trimmed with two-tone grey seats, magnesium Group B wheels, a 'Nardi Personal' sport steering wheel, and a metallic grey paint job.

It's number 152 of the 200 cars built, and was recently treated to a service, in which it received new shocks, brakes, and a



brake servo, as well as a full fluid and belt change. So you're good to go. Quickly.

There's no estimated sale price just yet, but last year, RM sold a 205 T16 – the 117th built – for a cool £156,800. Expect similar outrageousness for an old, grey Peugeot when number 152 hits RM Sotheby's London sale later this year.

197bhp. Four-wheel-drive. Many flares and scoops. A 205 badge. Is this the coolest hot hatch in history?

BBC Top Gear



Vale John Marriott

The outstanding Peugeots that Victorian club stalwart John Marriott had restored led a procession of club Peugeots to his memorial service in early July.

John suffered a massive stroke after his return home from a club weekend event in his 203 and died in hospital without regaining consciousness three days later.

John's 203 carrying his urn was driven by former club president Allan Horsley followed by his black and grey 403s, the ex-Gordon Miller 404 cabriolet, his 604 and his 406 coupé was driven by Olympian Dawn Fraser.

They headed to the reception centre John had booked for his 80th birthday in November and his planned champagne celebration was simply moved forward. John was maintaining his reputation as a generous and lavish host.

John's first car was a Renault 750, but his income improved when he bought a 403 with a huge roof rack and began selling rolls of fabric to the Melbourne rag trade.

He bought a 504 to use as a limousine and to tow a horse float for the antique business he shared with his then partner Rick. He restored chandeliers for a while and then began restoring Peugeots, usually enhancing their performance. His black 403

cleaned up many awards.

John played a significant role in the operation and management of the Victorian club, serving on the committee for many years as well as running the club plate scheme in its early years.

He also played an active role with the Early Vehicle Touring Club, enjoying its monthly runs. John regarded his daily driver – a 406 coupé – as his best Peugeot of all; it was serviced regularly and didn't cost anything for repairs.

He attended many Peugeot events with his swimming friend, Heather Jones. He was a prominent swimmer and coach.

Former Olympian Susan Harbottle said at the service: "John was a treasured member of our swimming club. At functions and dinner he always looked magnificent. He was always impeccably dressed in bow tie and dinner suit. He was a star. "John swam in club state, interstate and international swim meets, where he

won numerous medals and awards. His stroke was extremely smooth and relaxed and was a joy to watch."

Tributes from the swimming community included from Masters Swimmers Australia, the Dolphin Masters Club and the Glamourhead Sharks GLBTi Aquatic Club

Torque



John Marriott with his 403

More on keys

Mark Besley

Back in November 2014, I described the process of replacing the battery in my 307 key.

Unfortunately this did not overcome my troubles for long and some subsequent work was needed.

I got to a stage where the remote locking function of the key was unreliable and then not working at all.

As the 307 was only supplied with one key with the remote function, I was dreading the possibility that the only option might be an expensive replacement of the whole key, or being subjected to a lifetime of the primitive procedure of having to insert the key into the doorlock and turn it to lock or unlock the vehicle.

My first step was to inspect the old key in detail. It was obvious that the buttons were damaged beyond repair and in



Old key with damaged buttons

fact had punctured which would allow dust and water to enter the insides of the key.

Ultimately this would lead to failure of the switches necessitating delicate replacement as I described a couple of years ago in relation to a 306 key.

I concluded that the damage to the buttons had been exacerbated by the use of fingernails when pressing. I would recommend that you take care with your button pressing technique if you want a long life from your key.

I decided to seek a replacement key case as I knew that these were widely available via online order. After some searching on eBay and close scrutiny of pictures and key descriptions, I placed an order for "Entry Key Remote Fob Shell Case for PEUGEOT 207 307 308 2 Buttons" from "Neverland 777" in China.



New key after assembly - looking good

After spending \$4.95 from my PayPal account and a few weeks' wait, a small package arrived with my new key shell. I have to say that I was impressed. The key shell is a very accurate reproduction, a proper battery holder was built into it and everything fitted

perfectly. It would be difficult to tell this item from the original.

Having obtained the new key shell, the task was then to transplant the needed parts from the old key. The new shell was supplied with a blade but of course this was of course a "blank" and not cut to fit the lock on the car.

I could have taken the blank to a locksmith and got it cut to match the old key but a quicker and cheaper option is to replace the blade with the one from the old key.

The blade is fixed with a small pin (circled in accompanying photo) and it was straightforward to gently remove the pin, change the blade and reinsert the pin. The next step was to replace the battery. I had found that the voltage had dropped in a relatively short time with the cheap battery I had used previously.

I took a recommendation to obtain a new "Energizer" brand battery and installed that. Before fitting the circuit board from the old key I sprayed the pushbutton switches with some electronic contact cleaner. This item is available from electronics stores such as Jaycar.



Key Shell with Blank Blade and Retaining Pin (Circled)

After gently removing excess cleaner from the circuit board, I carefully located it on the plastic locating pins inside the key shell (they lined up perfectly) and pressed the two halves of the key shell back together.

The key looked indistinguishable from a new one but there was one more step needed for authenticity. Because the same key shell is used on Citroëns and possibly other vehicles, it does not come with a Peugeot badge.

I had to carefully remove the metal badge from the old key and affix it to the new shell using some contact adhesive. The job was completed, I thought.

Fortunately after a short while I recalled that after changing the battery in a key, it was often necessary to “reprogram” the key. The procedure is to insert the key in the ignition, turn to the “on” position, press the “Lock” button and hold for a few seconds, then turn off and remove the key.

After doing this, the remote lock/unlock function worked. The newly refurbished key has been working trouble-free now for several months and given that the original was fine for about eight years from new, I hope not to have to worry about this again until around the year 2023.

Torque



New Key with Badge Affixed

The button action felt good and the key appeared functional. I went out to the car, pushed the unlock button, and ... nothing happened.

Damn, I thought - what a wasted effort. All that for nothing and I was still going to be stuck with having to spend a lot of money on a new key.



New Key Shell with Blade from Old Key and New Battery Fitted

Even cleaner engines to come

After achieving some astonishing results in diesel engine development the Peugeot group is surprising its followers with what it is doing with its new generation of downsized petrol engines.

Everyone who has driven the 1.2-litre three cylinder engine in the new 308 has been surprised at its responsiveness and performance. And more marvellous mills are on the way.

According to Peugeot's chief engineer for downsized petrol engines, Denis Fourchon, the company's aim is to make both petrol and diesel engines as efficient and clean as they can.

He believes diesels will eventually struggle to remain Europe's top power train as petrol engines become more fuel-efficient. "Europe is mostly a diesel market but if you look at other important markets, such as China, it is predominantly petrol," the 52-year-old power train guru said in an interview with Automotive News Europe.

"Our aim is to have the best technology available for both." He acknowledged the growing sentiment in Paris, London and other major cities.

"The main issue is older cars that are not equipped with particulate filters because on vehicles equipped with filters the particle emissions are cut to zero," Denis said.

"Peugeot and Citroën were first to introduce particulate filters on a large scale. Now all our vehicles have them.

"On other pollutants, petrol and diesel engines are coming closer and closer together. The next step will be fuel-neutral regulation, meaning that the emissions target will be the same whether it is a diesel or a petrol engine.

"So there is no difference between the two on the new vehicle generation."

Denis does not expect an overnight change in the European diesel market. It will be a gradual process and as the difference in fuel consumption narrows, people who drive modest distances will decide against paying the premium for a diesel and switch first to petrol.

Peugeot has already made a huge decrease in CO2 emissions with its Pure Tech engine.

"The use of turbocharging and direct fuel injection resulted in a 20 per cent improvement in fuel economy," Denis said. "This is a big step forward. "There is still some more technology to develop in relation to variable compression ratios, variable valve lift and hybrid or mild hybrid vehicles. "But you have to consider the cost, too. These technologies can cost quite a lot.



PSA Engineer Denis Fourchon

Peugeot 401

The Peugeot 401 was a mid-size model from Peugeot produced in 1934 and 1935. It was introduced at the 1934 Paris Motor show and was again on display at the 29th Paris Motor Show in October 1935.

It was powered by an enlarged version of the engine from the smaller Peugeot 301 and slotted between that model and the range-topping 601. The 401's four cylinder side-valve engine displaced 1,720 cc and produced 44 horsepower (33 kW) at 3,500 rpm.

Production of the 401 came to an end in August 1935, less than a year after the model's introduction.



PAC Minutes of General Meeting
28 July 2015
Weston Club, Weston ACT

Persons Present

Ross Stephens Secretary
 Neil Sperring
 Glen Bryden
 Neil Birch
 Greg Francis
 Bill MacNamee

Apologies

Brad Pillans
 John Bower

Introduction

1. The meeting opened at 8:20pm, following dinner in the Weston Club Bistro. Due to a lack of a quorum decisions taken will require endorsement at the next General Meeting.

Previous meeting

2. The minutes of the previous meeting were read and accepted. Prop Ross, 2nd Neil Sperring; Carried unanimously.

Financial report

3. The Treasurers Report was presented by Glen who advised that there is \$8392.44 Cash in the Investment Account and \$3335.75 on the Operating Account, with the liability of \$14.90, for magazine postage.

Secretary's report

4. Inward correspondence
 - a. Club magazines
5. Outward correspondence
 - a. Nil.

Council of ACT Motor Clubs (CACTMC)

6.
 - a. Main points from the CACTMC General meetings:
 - i. • The CACTMC Report covered the need for Club Registrars to send in the requisite Documents (CRS Vehicles).
 - ii. • Other feedback was related to NCA review of places Car Clubs can use
- Ongoing
 - b. The next CACTMC meeting will be held on Thursday 20 Aug 2015.

General business

7. Neil Sperring raised the matter of giving consideration to adopting the 'Our Car Club' (OurCarClub.com.au) Software to assist in the efficient running of the club Data Bases and in the electronic distribution of the RoAR Magazine. The Cost is estimated to be around \$75 Per Annum – proportional to the size of PAC Membership. Neil offered to assist by migrating the club's data and in conjunction with Bill McNamee conduct a cost-benefit analysis.

Decision: Following detailed discussion, the Members present agreed to adopt the program on a trial basis and to reconsider the matter when the trial had been completed, cost to be funded by PAC.

Close

8. There being no further business, the Meeting closed at 9:00pm. The next meeting will be held on 25 August 2015.

