

# ROAR

Magazine of the Peugeot Association of Canberra



**Don't forget the PAC AGM this Tuesday night**

**October 2018**

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**On the cover** Catie Munnings showing her skills negotiating a river crossing in her factory spec Peugeot 208 R2 as part of the FIA women's European Rally Championship which she currently leads. See story on Page 32.

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(PAC)

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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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**G**reetings all,

This month's club meeting, is the Annual General Meeting, to held at the Raiders Weston Club at 8 pm on Tuesday 23 October. This is the time when we reflect on the past year, elect a new committee and discuss activities for the coming year. With daylight saving and warmer weather, it's an invitation to venture out in the early evening, so why not join us for dinner and drinks at 7 pm followed by the AGM?

On Saturday 3 November, the annual Canberra French Car Day will be held at the Telopea Park High School fête – La Grande Fête – starting at 2.30 pm. There will trophies for the best cars on display, lots of French-inspired food stalls and 'all the fun of the fair'. As those of you who have attended previous fêtes well know, parking is at a premium. However, display cars get a guaranteed parking spot on the school grounds, so why not bring the family along and take advantage of hassle-free parking alongside other French car lovers?

Christmas is coming fast but there will be a

couple more club events before the end of the year – the annual Christmas BBQ and a club meeting in November. Given the success of the fish 'n chips night earlier in the year, we might have a repeat of that for our November meeting – let me know what you think...

Earlier this month I received an email from Peugeot Australia confirming the launch of the new 508 range, including the fastback and touring models, in the second half of 2019. According the Peugeot Australia, "the 508 range heralds a new era of sportiness and elegance, with its sculpted silhouette, stylish front end and new lighting signature all helping accentuate its sleek, bold and innovative spirit".

Regardless of the hype, everything I have heard and read suggests that it will be a great car. Whether it will be great enough to tempt me to upgrade my current 508 (which I love), remains to be seen. With just over 60,000 km on the odometer, my 508 is barely run in by Peugeot standards, with every expectation that the diesel engine could last a long time yet. We shall see.

I was in Adelaide recently, for a conference at the Adelaide Convention Centre, where I caught up with many old friends and made a few new ones. I stayed at the Rockford Hotel, on Hindley Street, just a few hundred metres from the convention centre. The Rockford is in what I would call the pink light district of downtown Adelaide – where strip clubs open at night and doormen actively seek your patronage on the footpath.

Anyway, I was walking home from the conference dinner, crossing at a busy intersection on Hindley St – the lights went green for pedestrians to cross when, halfway across, I was very nearly run down by a turning car. As I have said before, in this column, I always 'eyeball' drivers when I use pedestrian crossings, but at night, in light drizzle, it's not always possible. Fortunately, the car was travelling slowly and I stopped just in time to avoid a collision – the wheels were literally inches from my toes. This column is proof that I survived!



Included among the friends I caught up with in Adelaide was well-known wine merchant David Farmer (many of you will remember the Farmer Brothers stores in Canberra). David actually started his career as a geologist, working for several years in mineral exploration, and he retains a strong interest in geology, enough to drive to Adelaide (from the Barossa, where he lives) for a day at the conference I was attending.

The end of day drinks and nibbles at the conference were memorable for the dreadful wine, so David took me to East End Cellars where we enjoyed a better class of wine and nibbles at our leisure. I also caught up with well-known Scottish geologist, Iain Stewart (see photo), renowned for his great BBC TV science documentaries, including How Earth Made Us and Rise of the Continents. Iain is in the same class as David Attenborough and Brian Cox when it comes to science communication on TV – check him out online and you will see what I mean.

Keep on Pugging,

Brad Pillans

# 2018 COMMITTEE

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Greg Francis  
Ross Stephens

# CLUB EVENTS 2018

**23 October 2018**

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

**3 November 2018**

Canberra French Car Day. Telopea Park High School, 2.30 to 7 pm. Come along and enjoy this spring twilight event, bring your French cars and bikes, enjoy the fete. See advertisement on Page 5.



# FRENCH CAR DRIVES 2018

Program of French car drives, 4th Sunday of even months:

**28 October 2018** Lunch at Bushranger Hotel, Collector.

**2 December 2018** Christmas BBQ.

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra  
Australia

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



## CANBERRA FRENCH CAR DAY

**TELOPEA PARK HIGH SCHOOL**



Live Music, French Inspired Food Stalls, Fun Rides and  
**LOTS of French cars!!**



**You can vote for your favourite car or cars on the day!**



[www.facebook.com/RenaultOwnersClubCanberraasn](http://www.facebook.com/RenaultOwnersClubCanberraasn)

**FRENCH CAR OUTRIGHT**

**RENAULT  
PEUGEOT  
CITROEN**

## Club Contacts



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# CLASSIFIEDS

## For Sale

### Peugeot 407

407 sedan, 2006, HDi Executive. 6 speed auto, very good condition, full leather interior, NSW rego to July 2019, BPG-07U, 176,080km. \$6,500 but will consider offers. Phone Jon and Bev, 02 4998 6152, Cessnock area, NSW.



### Peugeot 404

404 sedan 1968 (see photo above right), bought new at Roseville in early 1969. One owner since new. Been round the clock at least three times but no idea on the actual mileage. Still goes well and drives from Canberra to Sydney regularly. Paint good (2 pack, alpine white), upholstery good, tyres almost new (Michelin), mechanically ok, and earth leak in the electrics but an earth leak switch fixes that. The clock even works sometimes. Asking about \$6,000 but will consider offers. Contact Graham Taylor from 5 onwards either on 99534068 or 62396674.



Good one, dad: Father of the bride Graham Taylor gave away his daughter Kate in great style in 2003, adding a sparkling pair of white Peugeot 404s, including his car (on the right) that he's had since new.

### Citroën C4 Exclusive

Citroën C4 Exclusive, 2007. 2 litre, Automatic 5 door hatch. Gris Aluminum metallic paint (silver colour). Leather seats, transparent roof. Regularly serviced, and service records available. Interior like new. 115,000 km. Low kms in last few years, so timing belt broke unexpectedly at 25,000 km after replacement. Apparently it is recommended that they should be replaced after 4 years. The car is sitting in a repair shop in Goulburn awaiting repairs estimated at \$4500. The Red Book value is given as between \$4000 and \$5000. I was on my way to collect a replacement vehicle, so this car is no longer needed, and I am prepared to let it go to anyone who is prepared to pay the cost of the repairs, or alternatively to take it away after paying the cost of the diagnostic work done so far, about \$1000. It would be a shame to send such a good vehicle to the wreckers. Contact Trevor Lund. [trevor.lund@optusnet.com.au](mailto:trevor.lund@optusnet.com.au)

### Peugeot 504 1972

504 Peugeot sedan 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. See photo in May 2016 Roar. Contact Andrew on 0409 737 248.

# CLASSIFIEDS

## For Sale

### Peugeot 407 2004 SV Sport Touring (Station) Wagon

407 2004 SV Sport Touring (Station) Wagon, \$4,200. You will be lucky to find a tidier 407 wagon:

- silver with black leather interior;
- full glass "moon" roof;
- heads recently serviced and rebuilt, new valves, etc.;
- new cam belt and all new pulleys, tensioner, etc.;
- new water pump;
- replaced the pipes that run across and behind the engine as needed;
- next to new tyres (lucky to have done 2,500kms).

It has done 151,000kms and has never been in an accident.

Serviced by Bill McNamee before the belt let go and bent all the valves, hence the work recently completed. I did all this work so my wife would have a reliable car but have decided that, as she has never had a new car, we should buy her a new one for all that she has had to put up with from me.

I am about to put three months rego on it and trade it in on the new car in the New Year but am giving a more deserving person the opportunity to buy it before that happens as it really should go to someone who will appreciate a really good Peugeot tourer.  
Bob Edwards [ks.edwards@icloud.com](mailto:ks.edwards@icloud.com)



# CLASSIFIEDS

## Parts

### Peugeot 206 GTi engine

206 GTi engine. Complete with gearbox, A/C compressor, starter motor, does not have inlet manifold or alternator. The engine has done 111,000 km and was purchased for a project that didn't get off the ground. Call Peter on 0416353626 or email [pngill@me.com](mailto:pngill@me.com). Free to good home.

### Peugeot 307 T5 XSE 2002

307 T5 XSE 2002. Hatchback 5dr Man 5sp 2.0i. 126,555 km. My 307 is driveable but has problems. I would prefer to sell for spare parts only. Open to offers. Registered until 21 May 2018 (registration will not be renewed). For further information please contact Leanne Manthorpe [manthorpefamily@optusnet.com.au](mailto:manthorpefamily@optusnet.com.au) or 0401 645 483, (02) 62429251.

### Marchal 7-inch spot lamps

Pair of Marchal 7-inch spot lamps. 10 DE 709 Starlux. Reflectors are showing some corrosion. Dent in the top surface of one light unit. \$100. Contact Chris Forsey 0413 996 481 or [lynwood327@gmail.com](mailto:lynwood327@gmail.com).

### Peugeot 504 owners manual

504 Owners manual. Free pickup in Downer. Contact Leon: 0431 979 184.

### Peugeot 406 boot wing

406 boot wing. Free. Call Peter on 0400 440 789.

### Free to a good home

305 petrol workshop manual,  
504 wagon rear taillight lenses, two pairs, used,  
Autobooks 504 workshop manual,  
404 wagon number plate light lenses,

early 504 (1.8L) rear brake pads, 2 packs, new old stock.

Also to sell: a pair of new 404 front bumper over-riders probably for 1965 model. Offers over \$50. See attached photo.

these are also free to good home.

Lisa, 0412 011 927.

## Wrecking

### Peugeot 203A

203A, parts or restore - located in Albury NSW, Ross Anderson, [rossjay@iinet.net.au](mailto:rossjay@iinet.net.au) - 0407 473 539.

### Peugeot 404

404 available at Burra, suitable for spares. Make an offer. Contact Ron Scattergood, 0458 045 589.

## Swap

### Peugeot 504 Familiale

Keen to swap a 504 Familiale for a 403 in restorable condition. July '82 504 Familiale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familiale), and from a white 504, complete front-end panels, bonnet and windscreen. Michael Cortis 0400 413 077.

## Wanted

### Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398



## The 504: the greatest Peugeot of them all?

Chris Deligny reviews the history of the fabulous 504 on its 50th anniversary.

Ah, 1968, I remember it well. I was 10 years old. John Gorton became Prime Minister. The Vietnam War. Souths beat Manly in the grand final. Apollo program. To Russia with Love. Spain wins Eurovision. The Seekers break-up. The Beatles. The Monkees. The Easybeats. Mexico Olympics.

Then, on the 12th of September, the Peugeot 504 was released to the press. The whole Peugeot world, car clubs everywhere, are celebrating the event. At first, there was not going to be much text to this story. Didn't need it. After 50 years, what could anyone possibly say about the 504 that had not already been said? But the statistics still have to be presented though, as do all the variations.

Then I started to list them – prototypes, sedan, wagon, coupé, cabriolet, familiale, ute, commerciale, long-bed ute, king cab, ambulance, hearse, camping car, American, Argentine, Popemobile, rally sedan, rally coupé, Dangel ute, Dangel wagon. The only one missing was a 3-door, and it turns out that there was one of those as well. We have even had home-grown V8 504s!

It was then that I realised that there was more than enough for just one issue. In



true Marx Brothers style, this is the party of the first part. Just why is the 504, if that is not too existential?

The story starts in the early 1960s, when Peugeot realised that their top-of-the-range model, their flagship, was the 404. It was just so '60s, and considering that (evidently) there was a rolling prototype of it in 1956, it was just so '50s! That would not really cut the *moutard* with the Europeans when, for example, the classiest Mercedes Benz (in 1968) was the formidable 300SEL 6.3. And of course domestically, the Citroën DS (for the pedants, this includes ID and

D) had been in a class of its own since 1955.

Further, Peugeot had an agenda, wanting to produce a new model every seven years. The 403 was seven years after the 203. In theory, the 404 should have been released in 1962, but apparently two little letters came along – the aforementioned DS. In 1963 Peugeot proposed a style-off between their own bureau at La Garenne – Colombes (outer Paris) led by Paul Bouvot, and the well-trying bureau of Pininfarina. They had a very strict brief.

The car had to: a) conform to Peugeot



Prototype: Believed to date from about 1965, this prototype resembles the 204 of the time. Famin with the 308 R Hybrid at the 2015 Shanghai Motor Show.

traditions, b) be able to mix it with the best from Europe, c) be original, and most importantly, d) be reserved for Peugeot. That last one meant that the general shape of the car was not – like the 404 – to be sold off to Fiat or BMC, or anyone else for that matter. Peugeot knew their market and buyers exceptionally well. In a new model, they

wanted to be able to offer the buyers – over a million of them, remember — the same attributes that got them into a 404 in the first place. Evolution, not revolution. Familiarity breeds loyalty, not contempt, and loyalty leads to sales of the next model.

The in-house styling bureau had an early original shape with very specific front and rear design. Farina's design more closely resem-

bled the 504 that we came to know, the front of which also closely resembled the 204, released in 1965. Face to face, the management chose the rear of the Italian design, which was more modern. They then had another style-off for the front, which Bouvot's team won.

Collaborative studies intensified after the release of the Renault 16 in 1965, which only served to accelerate the obsolescence of the 404. There was already a prototype by this time, which resembled the new 204. By early 1968, which was the projected release of the 504, the nation was in turmoil. Politically-motivated civil unrest and general strikes brought the country to its knees in May.

Worst of all, it not only delayed the release of the 504, it made it impossible to physically manufacture it in the first place, as the suppliers joined the Peugeot factory in the 5-6 week stoppages. Especially the steel plants, they declared that they had to strike while the iron was hot. It was also at this time that some varieties of 404 were suppressed.

First to be deleted was the injection, followed soon after by the coupé and cabriolet 404s, in preparation for the arrival of the 504. When the 504 was finally revealed to the press on 12 September 1968, it was as we all now know, a sight to behold, and universally well-received. It was elegant, even a bit posh, some called it bourgeois. This was ironic, as it was exactly this that the classes had rioted against that delayed its release.



On the outside, its trapezoidal headlights were a first. Farina's son Serge himself called them the eyes of Sophia Loren, no less. Initially I had written that another first, and fortunately last, was the polarising falling boot lid – never seen before in France, and never seen again. We now



Prototype: Blame the Italians for the 504's falling boot line.

know that we can blame the Italians for that.

Further study showed that there was a precedent, a passing resemblance to the Pininfarina-designed 1961 Cadillac Jacqueline coupé, and even the Austin 1800 which was released in 1964. The drop-off tail was later seen in the HQ Holden, and the 504 look-alike 1973 Mazda Capella.

Underneath, there was more firsts (for Peugeot): 4-wheel disc brakes (even though the lowly Renault 10 had them years earlier) and 4-wheel, 4-coil independent suspension, with Mac struts up front, and semi-trailing rear arms. This was far advanced from the live rear end of the 404, not quite as floaty as the DS, but literally the next best thing. It could not have competed in the market, or off the road, without it.

Under the bonnet was a choice of 1.8 litre with carburetor or Kugelfischer mechanical fuel injection. Standard was a 4-speed manual with a ZF auto to be offered

– on the carburetor models only.

On the road the ride was superb, the handling sublime, and the road-holding prodigious. This made it one of the fastest point-to-point family sedans at the time, noted by many motor magazines.

The brakes were singled out for their performance. Clearly, the testers had never punted the 504 down Bumble Hill, between Kulnura and Yarramalong on the central coast of NSW. Had



PEUGEOT

504

504 rear end: A bit more advanced than the 404 it replaced.

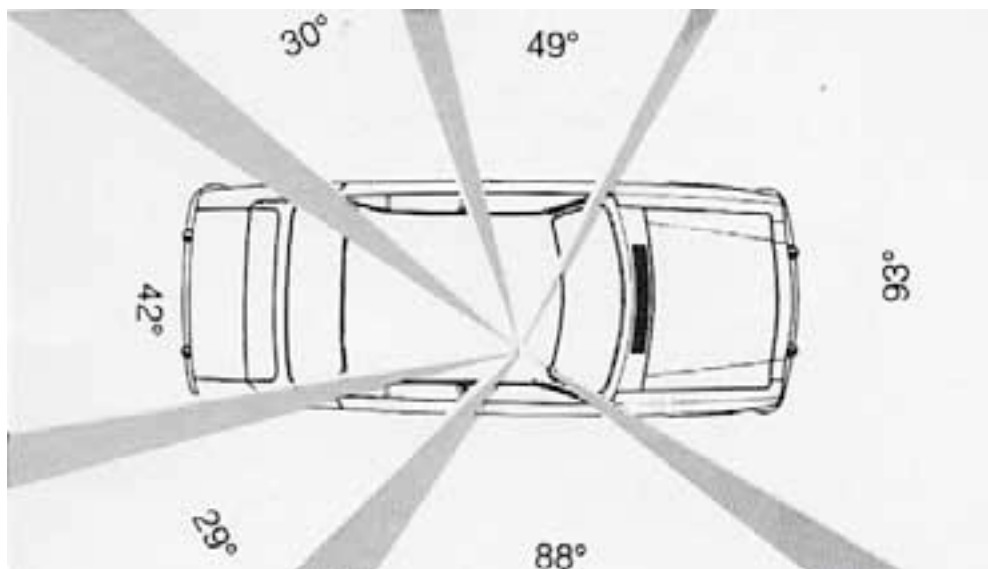
they done so, at the bottom, which is a T-junction, they would have found their brake pedal went to the floor and that they needed both the gears and the handbrake to make an impact of the diminution of the rate of forward progress.

If the final product did not mix it with, or even exceed, the Euro boys, then what did? Even downstream benefited, with the front discs making their way onto the 404, although all the models that needed them were soon to disappear from the range.

Inside, what was there not to like? It was plush, with the kind of seats that Peugeot was to become famous for, and included the head restraints. It was roomy and ergonomic, although the instrumentation was a bit small and

vague.

The 504 had excellent all-round visibility, thanks to its slender pillars, with one of the highest percentage of circle vision (from driver's seat) of any production car. For obvious reasons, you could not see the rear corners when reverse parking. It was also arguably the first of Peugeot's look-alike models, reflecting the 204, and spawning the mini-me 304 some 2 years later, but let's not get ahead of ourselves.



The 504 had excellent all-round visibility.

As part of the growing up process,

but still staying faithful to the Peugeot-buying public, the 504 achieved its evolution. The 202 was 6CV, the 203 7CV, 403 had been 8CV, the 404 9CV, and the 504 was 10CV. The engine, itself an evolution of the 203 donk, was up from the 1618cc of the 404 to 1796cc.

Output figures vary between publications, especially when quoted in DIN or SAE. They generally agree on about 82hp for the carby, and 97 for the injection. Difficult to find torque figures, so it was probably "not a lot".

Physically the car was 4.49 m, compared to the 403 at 4.45 m, and the 404 at 4.42 m. It weighed in at 1,180 kg.

The first models, we tend to forget, had no centre console, a column-mounted manual gear change, and the handbrake lever was under the dashboard. There

were many other minor variations that were tweaked later, such as the thin steering wheel, rear demister, chromed grill, 8-slot or 9-slot wheels.

The innovative cut-away head-rests became tombstone, which became normal removable. The injected model had a sun roof, but it was only used in Europe on 2 or 3 days a year.

Public showing was at the Paris motor show in October, attended and viewed by no less a dignitary than President Charles de Gaulle. Public availability was still to be several months away. Some reports say that the waiting lists were up to 6 months.



President Charles de Gaulle visits the Salon de l'Automobile in 1968.



Fall down and go boom. The doors still open!

Base price was 13,100 French Francs, the carby sunroof 13,300 FF, and with leather 14,500 FF. The Injection, as it was then known, started at 14,800 FF, and with leather, 16,000 FF. This means that the complexity of the MFI added more than 10% of the price of the base model to the dearer one.

The auto was a 1500 FF option on top – of the carby model only. What was it up against? Obviously the DS and R16, but also the likes of the Simca 1501, plus a host of German cars, and even some English ones.

Initially released as sedan only, it was followed 6 months later, at the Geneva motor show of 1969, by the coupé and cabriolet versions, arguably the most stylish cars ever to come out of France (other than the

404 cabriolet). They were very different in many respects. Costing nearly twice as much, they were equipped only with the manual gear-box, 4-cyl 1.8 and injection. They were heavier at 1220 kg, shorter at 4.36m, and faster – 175 kph vs the 168 kph of the injected sedan and 156 kph of the other

one that ran out of puff.

The two variations continued Peugeot's long line of 2-doorers, and in true Hollywood style, deserves a spin-off story, so stay tuned for another part dedicated to these. 1970 was a big year for the 504, and for Peugeot in general, as they released the mini-me 304.

The 504 was awarded European Car of the Year for 1969, comfortably ahead of the BMW 2500/2800 series. At the Paris motor show, some two years after release, several upgrades, improvements and enhancements were offered.

Majorly, in September the engine capacity was increased to 1971cc, with a commensurate increase in horsepower – injected had 110SAE,



My first 504: A 1974 model in 1981. Had to sleep with the guy behind the desk at the RTA for those plates...

104DIN, and now accessed the auto. Fiscal power went up

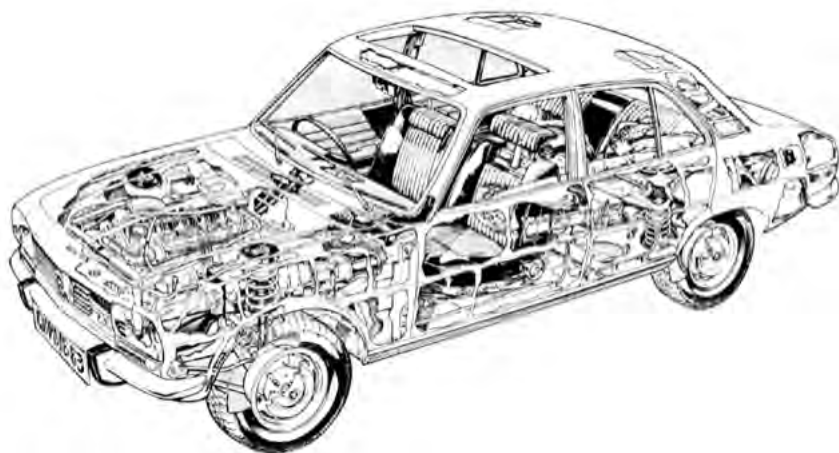
again to 11CV.

The gear change moved to being floor-mounted in the centre console (though this was not universal, as we will discover). At the same time, for the 1971 model year, the diesel sedan was introduced, and Paris taxi drivers (and passengers) breathed a collective sigh of relief. It was a 2.1 litre unit, 8CV, with a whopping 65hp, manual only, in the sedan.

In April 1971, the range expanded again, with the release of a series of wagons,



styled in-house. Effectively there were 3 of them – the wagon, the familiale, and the commerciale. They featured an elevated and elongated roofline, extended wheelbase (290 cm v 274cm), overall length of 480 cm (i.e. a foot longer, like a Subway) and a



504 Cutaway: Quite a few 504s are starting to look like this.

heavier body.

The rear-end was also a different set-up, with a solid axle, 4 coil springs, and rear drums. It meant business. The break, or wagon, had the 1800 motor with less power, down to 73 hp DIN.

The familiale was similar but with, as we know, a third row of seats, the latter facing forward. This was to become also a marketing tool against other familiales, for

example Volvo, whose kiddie seats folded flat into the boot, but faced backwards.

The commerciale was a down-spec version, with marked differentiation. It had round headlights, different dashboard, lacked bumper overrides, and retained the 1.9 litre diesel from the 404, with power down to 53hp, but weight up to 1325 kg. Also at this time the 504 Injection received the auto gearbox, and the bigger 2.1 diesel was available with 65hp, in both sedan and familiale, although in manual transmission only.

The year of 1972 was a quiet one, after the massive tweaks in lion-up and engine specs of the year before.

Most specs remained unchanged, except the price. Auto was up to a 2230 FF option, and the gear change could be ordered on the floor. Two minor tweaks almost went unnoticed, but are now taken for granted – the C-pillar got the flow-thru ventilation outlets, and the

side mirror was standard. My, how times have changed.

By 1973 there was another release which, fortunately, we did not get to see. In what some have described as a backlash against the price rises of the other 504 models, as well as the rise in the petrol price, Peugeot released the poverty-pack 504L model. Bear in mind that the 404 was still available. It was basically a 404 with a 504 body. Rigid rear end with drum brakes, it had the commerciale's 1.8 motor but with power up from 73 to 79. They even stripped it of its rubber overrides, and it sold for 16,250 FF. Also we saw the nomenclature adopt our beloved GL and TI designations, which included the GLD.



Where old 504s go to die: a driving school in France.

Nothing of note happened to the sedan in 1974, and in 1975 the 504 got recessed door handles. This was not an in-house initiative, it was law. Said to make pedestrians safer, as if 1.5 tonnes of metal bearing down on them would do less damage than a protruding door handle. Oh, and the 604 was released, just after they put the 2.7 PRV V6 into the coupé and cabs.

In 1976, the 404 was gone, and the 504 continued to evolve, with more stuff that we now cannot live without, such as power windows and inertia-reel seatbelts. As any 504 buff will know, in 1977 we got a mild facelift, with chrome slats in the grill, and a

chunky steering wheel. Petrol engines had four more hp, and the diesel went to 2.3l. Base price now well over 30,000 FF.

Scrub 1978, as nothing happened, other than the diesel getting the auto, but who cares about that. By 1979, when the 505 arrived, there were still the 3 sedans – L, GL and TI. The latter was now 42,000 FF, which was 3 times the 1969 price. What they didn't tell you, unless you drove one, was that the 504 gained the square-port cylinder head from the 505, and you could feel the difference underfoot. Well, I could anyway. You'd have to say that 1980 was the swansong. They got rid of the GL and TI, but kept the 1.8 petrol, now with auto, and called it – same as

the 505 – the GR and SR.

There was a mish-mash of wagons, the dearest of which was now 55,000 FF. Having been assembled basically all over the world, European production wound down until 1983. The 504, in various configurations, was still produced in Argentina, for another nearly 20 years, and Nigeria, Kenya, South Africa, for even longer. Variations were also made in China, and sold throughout SE Asia, but that too is in a later part. From 1968 to 2005, over 3.7 million 504s were made. Rust in Pieces.

The Pugilist



Why 2K?: Wagga residents were in for a shock when 2km of 504s lioned up in August 1998 for the NSW's club 30th Anniversary celebration .  
Photo: Jon Marsh



Specifications.	504 Automatique	504 2000 GL	504 2000 TI
ENGINE Type	* 4-cylinder alloy crossflow head with hemispherical combustion chamber, wet sleeve, 5-bearing crankshaft, inclined 45°, electro thermo magnetic fan.		
Capacity	1971 cm <sup>3</sup>	1971 cm <sup>3</sup>	1971 cm <sup>3</sup>
Bore & Stroke	88 x 81 mm	88 x 81 mm	88 x 81 mm
Compression Ratio	8.35:1	8.35:1	8.35:1
Maximum Power bhp SAE	98 @ 5600 rpm	98 @ 5600 rpm	110 @ 5600 rpm
(a) bhp DIN	93 @ 5200 rpm	93 @ 5200 rpm	104 @ 5200 rpm
DIN kW*	69.35 @ 5200 rpm	69.35 @ 5200 rpm	77.55 @ 5200 rpm
Maximum Torque mkg†	15.3 @ 3000 rpm	16.3 @ 3000 rpm	17.1 @ 3000 rpm
Nm‡	159.85 @ 3000 rpm	159.85 @ 3000 rpm	167.7 @ 3000 rpm
lb/ft	107.91 @ 3000 rpm	107.91 @ 3000 rpm	123.69 @ 3000 rpm
TRANSMISSION Gearbox	3-speed Borg Warner.	4-speed synchromesh, torque tube connection gearbox and hypoid rear axle.	
Km/h per 1000 rpm in top gear	29.75	29.75	30.62
Suspension front	Independent with 2-coil springs, telescopic shock absorbers, anti-roll bar.		
Suspension rear	Independent with 2-coil springs, trailing A-frames. Telescopic shock absorbers and anti-roll bar.		
Steering	Rack and pinion, two-section safety steering column, anti-theft lock, 4.5 turns lock to lock.		
Wheels	5J14	5J14	5J14
Tyres	175 x 355	175 x 355	175 x 355
BRAKES	Dual circuit, Power-assisted with variable pressure distribution through load sensitive limiting device to rear brakes only. Pad wear warning system. Brake fluid loss warning system. Solid discs 273 mm diameter per wheel. Total swept brake area 2928 cm <sup>2</sup> . Hand brake operates on rear brakes.		
Front	Solid discs 273 mm diameter, 764 cm <sup>2</sup> swept area per wheel.		
Rear	Solid discs 273 mm diameter, 650 cm <sup>2</sup> swept area per wheel.		
Fuel Capacity	56 litres (12.32 gals)	56 litres (12.32 gals)	55 litres (12.32 gals)
Consumption			
(b) litres per 100 km	13.05	11.9	10.6
km per gallon	34.80	38.4	45.5
miles per gallon	21.65	23.7	28.3
(DIN Standards)			
Engine Oil Capacity	4 litres	4 litres	4 litres
Transmission Capacity Gearbox	5 litres	1.15 litres	1.15 litres
Differential	1.20 litres	1.20 litres	1.20 litres
Coolant Capacity	7.8 litres	7.8 litres	7.8 litres
Electrical Equipment	12 volt, Alternator 60 amps, Battery 45 amp/hr.		
Length	4.49 metres (14.73 ft)	4.49 metres (14.73 ft)	4.49 metres (14.73 ft)
Width	1.69 metres (5.54 ft)	1.69 metres (5.54 ft)	1.69 metres (5.54 ft)
Wheelbase	2.74 metres (107.80 in)	2.74 metres (107.80 in)	2.74 metres (107.80 in)
Kerb Weight	1230 kg	1230 kg	1230 kg
Luggage	0.55 m <sup>3</sup> (19.40 cu ft)	0.55 m <sup>3</sup> (19.40 cu ft)	0.55 m <sup>3</sup> (19.40 cu ft)
Towing Capacity			
— without trailer braking	615 kg	615 kg	615 kg
— with trailer braking	1300 kg } at max. 80 km/h	1300 kg } at max. 80 km/h	1300 kg } at max. 80 km/h



## 2019 Peugeot 508, 3008 plug-in hybrids revealed

The Peugeot 508 Hybrid and Peugeot 3008 GT Hybrid4 have been detailed overnight, ahead of a European on-sale date during the second quarter of 2019.

With both drivetrain options the driver can use options to utilise electric motor (regenerative) braking whenever they lift off the accelerator, and an e-Save mode, which sets aside 10km, 20km or a battery's worth of range for later. Both the Hybrid and Hybrid4 take around seven hours to be fully recharged using the standard 3.3kW, 8A charger. A 3.3kW, 14A socket reduces charging time to four hours, while the optional 6.6kW 32A wall-box can do it all in 105 minutes.

### 508 Hybrid

The 508 sedan and wagon will be available with a new front-wheel-drive plug-in hybrid system, which is marketed simply as Hybrid.

The Hybrid has an overall power rating of 165kW. Under the bonnet, it features a 1.6-litre petrol engine making 132kW of power paired with a new eight-speed automatic transmission and a built-in 80kW electric motor. With its standard 11.8kWh lithium-ion battery, the 508 Hybrid has an electric range of up to 40 kilometres under

the WLTP testing regime.

The Hybrid has a combined fuel economy rating of 2.1L/100km and a top speed in EV mode of 135km/h. Despite the addition of a battery pack, boot space is pegged at an unchanged 487L for the sedan, and 530L for the wagon.

### 3008 GT Hybrid4

With the Hybrid4 drivetrain, overall output jumps to 221kW, 147kW of which comes from the 1.6-litre petrol engine. In addition to the 80kW electric motor built into the eight-speed auto-

matic, the Hybrid4 gains an additional 80kW electric motor and gearbox for the rear axle.

The Hybrid4 also benefits from a larger 13.2kWh battery pack and is said to have an all-electric operating range of up to 50km. Peugeot claims the 3008 GT Hybrid4 can complete the 0-100km/h dash in 6.5 seconds. A few months after the 3008 GT Hybrid4 goes on sale in Europe, the crossover will also be offered with the front-wheel drive Hybrid drivetrain used in the 508.



**Australia**

Both the 508 Hybrid and 3008 Hybrid4 are slated to go on sale in Europe during the second quarter of 2019. "Peugeot's new range of hybrid drivetrains are not currently available for Australia," the company said. "We will, however, continue to monitor the availability and suitability of the drivetrain for Australian customers and if they were to become available, we would certainly study the case for local introduction."

Caradvice



## “Peugeot is delivering the goods with confidence, but not an ounce of cockiness”

14 October 2018

Peugeot has been making electric vehicles for decades without an ounce of cockiness, says Mike Rutherford

Finally, Peugeot is realising its colossal potential as it struts its stuff on the global automotive stage, delivering the goods with quiet confidence, but not an ounce of cockiness.

The ‘Volkswagen of France’ just stole the Paris Motor Show (sorry Renault). And after designing and building gems such as the 3008 and 5008 of late, Peugeot is at last proving that it’s arrived as a world-class peddler of petrol and diesel vehicles which, incidentally, are being shipped to more corners of the globe than ever before.

Germany’s got scandal-hit VW, plus its daughter companies, Audi, SEAT and Skoda. But France possesses scandal-free (well, almost) Peugeot, which is the dominant daddy of a rapidly expanding clan that includes Citroën, DS, Opel and Vauxhall.

While continuing to unapologetically build what I reckon are the finest, most frugal, least controversial mass-produced

diesel engines on the planet, Peugeot has tricked some into thinking that the company isn’t ahead of the ‘electrified vehicle’ game. But nothing could be further from the truth.

A couple of decades ago, when the world was Nissan Leafless and Elon Musk was all short trousers, pimples and bum fluff, Peugeot was quietly running 100 per cent electric vehicles on Britain’s streets.

Back then it delivered an all-electric van to my home 25 miles from London before inviting me to drive it to the centre of the capital and back, which it comfortably did. That was then and this is almost 20 years later, when your Royal Mail postie will be delivering packages to your front door in similar, but more efficient pure-electric Peugeot vans.

In Paris the company also hinted to me that although it sees a bright future for small all-electric cars in predominantly urban areas, the future is perhaps even brighter for medium-to-large petrol-electrics. So expect PHEV badges to feature heavily on more or most mid/big Peugeots from this point onwards.

Think of the firm as a 4x4 player, too. And with its long history of two and three-wheeled vehicle design and production, who is better placed than Peugeot to install tiny transport contraptions in your car or van for ‘last-leg’ journeys from car parks to shops or workplaces?

But the now is as important as the future. And, thankfully, Peugeot is selling state-of-the-art diesel cars that’ll do 60mpg in the real world. On my 626-mile trip to and from the Paris Motor

Show last week, the 5008 I drove on free-flowing motorways and in traffic-choked cities returned an average 61.3mpg. Why kill off diesels when they’re so ridiculously efficient and cost-effective?

Auto Express

## Gilles Vidal: the Peugeot designer who wants to do away with your dashboard

5 October 2018

Peugeot designer Gilles Vidal is definitely more an ‘Event Horizon’ guy than a Wall-E fan. ‘There is no happy science-fiction movie,’ he states, hands up, brooking no argument. Hang on. Weren’t we discussing the Peugeot e-Legende concept just a moment ago? Time to press rewind.

Admitting that the buzz around the throwback-styled 504 Coupe tribute has been unbelievable – ‘we didn’t expect the craziness,’ Vidal starts talking through the rationale for the warmly familiar form factor. ‘All car manufacturers when they talk about autonomous driving and electrical cars, they try to do





something super futuristic, eventually science fiction-esque, you know? Which is fine, but we say at Peugeot, let's not fall into that because it's easy and we can do it when the time is right. Meanwhile, science fiction always shows us a scary future. By the way, there's no happy science fiction movie! I looked actually. They're all dark in one way or another. All scary in one way or another.

The future delivered to us in this way is always a bit weird. The future can be super-emotional, interesting, bright. Let's not fear autonomous driving as a loss of something because it will be delightful in many ways. Let's create a concept that pushes this philosophy.'

shape of the 504 Coupe, with some graphic gimmicks on the car that are links to the past, but their function is futuristic. The interior has huge screens and super connectivity, a steering wheel that collapses completely, yet we have velour seats that are very colourful like in the late 60s, and the wood and brass instead of chrome,' he adds. Earlier senior Peugeot product planner Bernard Hesse had reckoned that there was 'maybe 20 percent' chance that the e-Legende would make production. When asked what elements of the show car could make production Vidal was more forthcoming. 'There's a lot of things we can take into production,' he said.

'External design. The surface treat-

### On the Peugeot E-Legende Concept

'By luck it's the 50th anniversary of 504 coupe. Let's give it the shape of a heritage car. The form language is not retro in any way, if you look at the shape of the body, the surfacing, there's nothing retro about it' he says. Retro styling has almost become a shorthand for lazy design and no matter how much he's prodded, he won't admit to cribbing another's styling.

'Despite the silhouette obviously being the

ment, the form language of the car. You see a very crisp line on the body sides, on the door and it fades to nothing in front and rear. The way this line fades into nothing is quite magical. This takes a lot of experimenting with the stamping guys in the factory.

'We started talking to them eight months ago and said that it would be easy to make on the concept car because it's carbon fibre and you make it by hand, but how could you do this with metal? Can it be feasible in production? It might seem a tiny little detail, the way this line disappears, but if you manage to achieve this all around the car in terms of how you create lines and surfacing and graphics – this execution in terms of design – then the whole car will look so much more modern than whatever is on the road around it.

'What's at stake, if you achieve this properly and apply it everywhere is a tremen-





dous gap in terms of modernity. Done correctly, it's changing your perception of the car itself. Things like this we might push into production.'

'But the clever surfacing isn't the only thing that could make it to the road. 'There's also the light design in the rear,' says Vidal. 'We already have the three claws at Peugeot but we wanted to create a three-dimensional light more and more. We experiment on concept cars and work with specialists and suppliers to make it feasible.' Then the conversation makes a screeching turn in a different but perhaps even more fascinating direction.'

Transforming the cockpit

'You will see in the future the biggest revolution in autonomous driving where

you remove the architecture of the interior. You remove the air conditioning box, put it elsewhere. If we do the history of dashboards – we call this *planche de bois* in French which means 'plank of wood' – and it started like this. It was a plank of wood with holes,' Vidal says.

'We made a hole to create the glovebox, and so the dashboard became bigger and bigger and longer and longer. There's now an airbag, there's now tubing for the air vents and we put a lot more things in,

little by little. The dashboard, as an object, became the main thing to design in an automobile. It should be beautiful. The Audi one should look like an Audi dashboard and so on, but really what's at stake today is to make it disappear.

'We look to give room, to give emptiness back to the clients so they can do something else. So where do we put the airbags, the AC box, all that stuff that's still useful? To give room to put physical objects in the car. People will bring a lot more physical things into their cars than today. They'll have more time in their cars to do things. So we need to not just put bigger screens but put more storage, create more space,

more room in the car,' he says.

'That's what we have in the e-Legend. We have a huge screen from your toes up to the windscreen, almost the whole width of the car. It's like a TV on your carpet with you sitting on your super low chair.'

When asked how it would be possible to hide items such as air conditioning units, Vidal admits that there are challenges. 'Nowadays with thermic engine and gearbox, it's a bit tricky. With electric cars you can push things under the bonnet. The airbags can go in the roof for the passengers. There's step by step, item by item, you can get rid of these things and then you can get rid of the dashboard altogether. Really they will spend a very interesting life inside when they are not driving, keeping their attention on the traffic.'

Vidal is nothing if not optimistic about



the future direction of vehicle design. 'People want emotional, desirable objects. In 2025 or 2030 there will be many cars like this, cars like Renault with their pods, very beautiful. They can co-exist. They can have a super crazy futuristic box or something very different. The variety and span of objects will be crazy.

'We need to dare more: deliver more innovation in design. If you look back 15 or 20 years ago it was very hard to buy a daring looking car. Now people are demanding special looking cars. A good example is the Nissan Juke. Some find it nice, some find it ugly, but it's special, it's particular. For Juke lovers, beautiful or ugly is not a parameter of choice. Special is a parameter of choice.

'Line up the Peugeot range and you will see a brand logic but they are not like Russian dolls. The 308 and 508 are very different but they belong to the same brand. Buyers have a different lifestyle so it's not a matter of age. We will find a certain lifestyle, a certain spirit, whether it's in young people, 40s or 50-year-olds. We don't use the old way to split clients. A 20-year-old may have the same vision as me, a 46-year-old. It's not an age thing anymore. You don't target an age group. Marketing is tricky these days.'

Vidal demurs when asked whether there's a conscious effort to inject a French flavour into his work. 'No, there's not any special element of Frenchness injected into

the design. If it feels that way, then it's cultural and it happens naturally. Union Jacks, Italian colours, the two cool national things. The Tricolore; blue, white red, is it cool or is it tacky?

'I think these days it's becoming cool. Volvo can do it now because Sweden is desirable as a country. They can do it because they can cultivate their culture,' he says, before pausing and laughing. 'But since they became Chinese, they've never been so Swedish.'

Car

## Peugeot to halt diesel engine development as demand drops

**Brand won't invest into diesel for now, instead waiting to see how the market changes and focusing on plug-in hybrids**

**Lawrence Allan  
3 October 2018**

**P**eugeot is the latest brand to confirm it is halting development of diesel engines until the market stabilises, and it may remove them altogether if demand continues to fall.

The PSA Group's product director, Laurent Blanchet, told Autocar at the Paris Motor Show that the future of diesel is "uncertain" and that "we will have to see if the market is going to delete or give up on diesel".

The company has recently launched a new 1.5-litre diesel engine that meets the most stringent emissions regulations for the next few years but may not be adapted beyond that.

"We have decided not to develop more evolutions of diesel technology, because we want to see what's going to happen," Blanchet confirmed.

Speaking separately, Peugeot CEO Jean-Phillipe Imparato admitted that the company had "made a mistake with pushing diesels," as its aggressive development and substantial investment may not pay off in terms of the fuel's future market share.

The market share of diesel engines in European car sales has fallen from around 50% at the start of 2017 to roughly 36%. Fallout from the Volkswagen Dieselgate emissions cheating scandal is cited as one reason buyers are staying away, alongside threats of increased taxation and concerns over particulate pollution.

Other manufacturers, such as Kia, have also halted further diesel development.

Blanchet continued: "We have decided that, if in 2022 or 2023 the market is, say, 5% made of up diesel, we will give up on it.

"If the market is 30%, the question will be very different. I think nobody can say yet where the market will be. But what is clear is that the diesel trend is going down.

"As you know, we have launched a new 1.5-litre diesel engine, which will keep things going for now. The question is not our products,





because we know we have very good diesel engines and we know that diesel is very competitive in terms of CO2 emissions.”

Peugeot’s focus now is on electrification, Blanchet said. The PSA Group plans to offer a plug-in hybrid or electric version of every Citroën, DS, Peugeot, and Opel/Vauxhall model launched from next year onwards.

Peugeot has already presented plug-in hybrid versions of its 3008, 5008 and 508 SW, with more to come. The focus for smaller models, such as A and B-segment

superminis, will be on offering battery electric powertrains in addition to petrol engines.

PSA is predicting a tenfold growth in plug-in sales to around 10 million units by 2025, driven by markets such as China.

Autocar

## After BSA, Jawa, M&M to give rebirth to Peugeot Motorcycles after 70 years

4 October 2018

The \$20-billion Mahindra Group on Wednesday premiered high-performance bikes under the Peugeot Motorcycles badge at the Paris Motor Show, signalling the revival of the iconic two-wheelers that were discontinued by the PSA Group 70 years ago

Mahindra & Mahindra which owns 51% stake in French two wheeler major Peugeot Scooters has restructured operations at the maker of Django and Metropolis Scooters with a mid-term plan termed 'Performance 2020', which has motorcycles as key part of its growth strategy.

To be sure, while the name of the company is Peugeot Motorcycles, its core offering over the last few decades have been scooters. The re-birth of motorcycle marks an important milestone for a company which came into operation 120 years ago with its motorcycles at the very same venue at the 1st Paris Motor Show.

The company will be premiering two high performance motorcycles with the engine displacement of 125 cc and 300 cc, apart from bringing in the range of electric

scooters. Peugeot plans to launch one electric two-wheeler every year for the next three years – which too were part of the display at the motor show.

The entry into the motorcycle segment is part of a larger plan that Peugeot is looking at with a complete overhaul in product portfolio, operational footprint and higher margin products.

The company will be expanding on three pillars of premium scooters, electric scooters and premium motorcycles, said Costantino Sambuy, CEO at Peugeot Motorcycles.

"We are trying to reconnect with the heritage, what is Peugeot today and what it has been in the past, we are trying to connect the past and present. Motorcycles makes up for half of the total sales in Europe, we expect them to play a critical role in the future," he added.

Peugeot Scooters will be launching seven new models across premium scooters, electric scooters and motorcycles over the coming three years. The plan is to invest close to Rs 400 crore to fund this new strategy and arrive at a break-even by 2020.

Prakash Wakankar, CEO of 2 Wheeler business at Mahindra & Mahindra who oversees the Peugeot's two wheeler division added, there are plans to achieve break even by end of 2019 and in the following three years the company will start generating returns.

"At a broader Mahindra Group, sustainability is being driven very seriously. We believe that within the five-year plan, we start making EBITDA positive numbers and justify the new

investments," he added.

Wakankar says Mahindra Group is uniquely positioned for the future with its motorcycle piece.

"We will see three very distinct heritage, with interpretation from Britain (BSA), a combine of Europe and India (Jawa) and a French interpretation with Peugeot Motorcycles," he added.

Peugeot which generates more than half of its business from Europe, expects the South East Asian markets to be a key driving force in the future.

Costantino feels the current portfolio is ideal for the growing South East Markets and Peugeot will be launching them in these markets without any major changes.

The company is also exploring possibility of setting up an assembly plant in Thailand in partnership of a local company to serve the South East Asian markets more effectively.

Wakankar says the company keeps evaluating the entry into the highly competitive Indian market but it has not yet arrived at a firm timeline for the entry.

The Economic Times

## Peugeot's two-wheeler history

**1901**

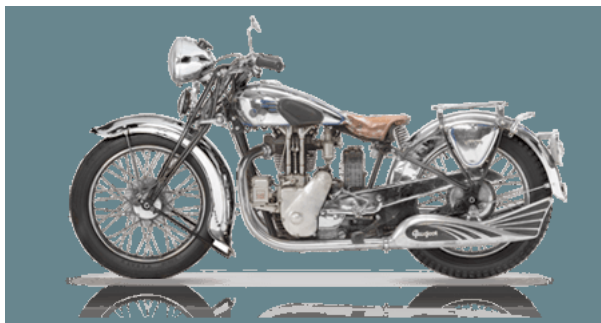
First 1.5hp PEUGEOT motorbike presented. Following its 1898 motorized trike launch,



PEUGEOT presented its first 198 cc, 1.5hp motorbike.

**1934**

500, 350 and 175 cc motorbikes and 100 cc mopeds launched



Between 1901 and 1939, PEUGEOT showcased 61 models that ranged from 100 to

745 cc. In 1934, its P515 (495 cc) beat an incredible nine world records, including the 3,000 km race where it clocked an average of 118 km/h.

**1952**

Victory at the Bol d'Or and Le Mans motorbike races P176.



PEUGEOT now offered a 100 to 250 cc range of mopeds and motorbikes.

**1955**

S55 scooter launch.



PEUGEOT launched the production of its S55 and S57 scooters with a design that was reminiscent of their 4-wheeled 203 sister.

**1974**

Record-breaking sales with the P103 series.



Record-breaking sales occurred with the P103 and P104 series in the moped market (limited to 50

cc), where PEUGEOT has been at the forefront since 1949.

**1982**

SC and SX series launched.



Scooters were back in fashion in the early 1980s and as a result, PEUGEOT launched its SC and SX series, the first scooters de-



signed with plastic bodywork.

## 1992

Partnership with Cycleurope.  
PEUGEOT formed a partnership with Cycleurope who became responsible for both manufacturing and marketing, and eventually became the owners of the entire production process.

## 2006

Satelis launched – PEUGEOT's first big 125



cc scooter.

The brand launched its Satelis and Geopolis GT scooters, inspired by the automotive world.

## 2009

A2B Cycle.  
PEUGEOT's first electrically-assisted pedal

bicycle (EAPC) is unveiled as part of an over-



arching vision of mobility.

## 2015

Mahindra collaboration  
PSA sold 51% of PEUGEOT Scooters to the Indian manufacturer Mahindra, while retaining a 49% stake and the use of the brand image.

This collaboration favoured greater international relations and paved the way for new products.



## 2016

Django Adventure, 60 years on!  
As a nod to history, two adventurers succeeded in completing the trip from Paris to Ho Chi Minh City on Django scooters, in tribute to Serge Gracium and Michel Vaslin who made the reverse journey in 1956 on the PEUGEOT S57.



## 2017

e-Kick and eF01: Innovative mobility solutions.  
In a world where access to major city centres is increasingly restricted, in 2017 PEUGEOT became the first car brand to market new multi-mode mobility solutions.

The e-Kick electric scooter, available with the all-new 3008 SUV (in Europe only) and the eF01 electric folding cycle (available with the all-new 5008 SUV (in Europe only), launching later in 2017) complement the latest models and allow greater freedom in urban travel.

## New Peugeot 508: a pretty plug-in Pug

2 October 2018  
 Phil McNarmara  
 Editor-in-chief, Car magazine

Peugeot has revealed a range of hybrid alternatives for its swish new cars at the 2018 Paris motor show, with the 508 gaining a new plug-in hybrid option. Both it and the 508 SW estate version can be available with a hybrid powertrain from Autumn 2019. With the 508 and 508 SW, the hybrid option will use the 178bhp PureTech petrol engine mated to an electric motor and 11.8kWh battery for a total of 222bhp. Peugeot promises both 49g/km and up to 25 miles of zero-emission driving.



Peugeot also says that it does not affect boot space for the 508 and 508 SW (so that's still 487 litres for the Fastback and 530 litres for the SW estate) and will be available in Allure, GT Line and GT trims for both cars. The 'MyPeugeot' app is to be updated in future to allow for remote charging for these cars when the powertrains become available.

### Peugeot 508: all the key details

Frappe fort! Hit hard! Pierre-Paul Mattei, the chief designer of Peugeot's all-new 508, is jabbing the air as he talks me around the new car's design. 'We knew we had to hit strong, to make something different, or we shouldn't go into the [market] segment. It was a global ambition, a conviction, from the designers to the engineers.'

Mattei, and Peugeot, have done all they can to give the new 508 a fighting chance. Arriving in UK showrooms in autumn 2018, the 508 isn't just another apologetic mainstream saloon, launched more in hope than expectation against



overwhelming premium German competition. For a start, it's not even a saloon.

### What is the Peugeot 508 anyway?

Peugeot calls it a five-door fastback. All four side windows are frameless, like an elegant sports car's. And the day CAR visits the Mulhouse plant in far eastern France, factory workers are subjecting early-build 508s to an early bath, fretting whether the seals make for a watertight cabin. At this point in January 2018, some 10-15 prototypes per week are coming down the line it shares with the DS7 Crossback; in the summer, that number should multiply to 150-200 cars a day.

Quality – not a word you'd reflexively associate with French car makers – is claimed to be a major cornerstone of this 508. In body construction, I watch robot arms perform their syncopated whirl, syphoning out 30 metres of glue per car as steel beams and sections are bonded and welded in a flurry of sparks, forming the body-in-white. Bonding, although commonplace for premium car makers, is a new process for PSA Groupe.

### What's the chassis going to be like?

The aim is to make the 508's body as stiff as possible. Mounting the suspension on a rigid base makes for a more precise drive, as well as being critical for refinement. 'If the body is rigid you get fewer movements and vibrations, and this process is so important to reduce noise,' says quality engineer Christoph Patois.





As the vice president of reliability and quality in use, Patois presents his vehicle benchmarking to the group's executive committee on a monthly basis. And Carlos Tavares, PSA's chairman and the man who's set the goal for Peugeot to lead Volkswagen on quality by 2020, is not a chap to let down.

### Striving for quality

PSA has been striving to improve vehicle standards for nine years, painstakingly comparing cars with rivals from VW, Audi, Honda, Kia and Mercedes-Benz. Patois' team assesses his company's cars against their direct rivals, at brand new, 15,000km, 30,000km and 45,000km.

Cars are tested on the open road and proving grounds in hot and cold climates, subjected to hours on a boneshaking jig whose harsh light induces rapid ageing, and then taken into a facility where men in white coats (well, knee-length grey ones covered by a high-vis vest) use panel gap tools and gauges to assess quality. Appearance, parts fitment, the dashboard, internal and external trims, scratch resistance, noises – the

508 is being subjected to days of scrutiny.

'We've reduced the defects by 50% in five years,' says Patois. 'The next step is to reduce by 20% to be clearly the best in this segment.' And this quality programme's budget? €100,000. Per model.



### How big is the Peugeot 508 compared to the competition?

Aside from the quality, another thing that might surprise you about the 508 is its size. It is 80mm shorter than the outgoing 508 saloon, and at 1.4m high, only a few millimetres taller than the similarly long Audi A5 Sportback. That car, and the Volkswagen Arteon, are the quality benchmarks which Peugeot hopes to beat. Rear legroom is sufficient, even with the windscreen shunted around 20mm rearwards to lengthen the bonnet and make the proportions more sporting, and the hatchback boot is marginally bigger too.

Peugeot is yet to reveal the car's weight, but its reduced size and more modern EMP2 platform (shared with the 3008 and 5008) will surely bring improvements. 'Compared with a Citroën C5 on the old platform, EMP2 brings a big difference on weight, CO2 emissions and quality,' says Peugeot's Bernard Hesse.

The project leader recounts a brilliant story about how the 508 almost ended up on the Vauxhall Insignia's components set. Back in 2012, PSA and GM's then-leaders had agreed to pool their large cars to boost volume. 'We already had the idea to make the 508 smaller but the decision was taken to put this car on the Insignia platform. [We undertook feasibility] but it was too big, too heavy, so the engine [economy and emissions figures] were not how we were projecting the segment to develop! I told my boss: "We





can't do it".'

As a result that area of co-operation floundered, although the companies still jointly developed Vauxhall-Opel crossovers using 2008 and 3008 mechanicals. And, in a quirk of fate, the next generation Insignia will be paired with the 508, following PSA's surprise decision to buy GM Europe last year.



### What engines will be in the Peugeot 508?

But that's the future; what of today's engine line-up? Mounted in the 508's nose, and driving the front wheels via eight-speed automatic transmissions, are 1.6-litre petrol or 1.5- and 2.0-litre diesels. The petrol is offered in two states of turbocharged tune, with 177bhp or 222bhp, while the new small diesel makes 128bhp. The big compression ignition engine comes in 158 or 177bhp flavours.

### And a hybrid too?

A year after launch, in autumn 2019, a plug-in hybrid follows, combining the 177bhp 1.6-litre petrol with an 80kW motor. PSA Groupe has announced the DS7 will be offered as a plug-in hybrid, but the drivetrains are not identical: that SUV is sufficiently tall to package a rear electric motor under the boot floor, enabling all-wheel drive. The Peugeot saloon will only electrify the front axle.

Electrification is important given the uncertainty surrounding the diesel engine. But the most striking aspect of the new 508 is its style. Aside from the proportions, it's visible in the vertical LED light signature on high spec models, resembling a glowing icicle descending from the headlamps. And chief designer Pierre-Paul Mattei is thrilled by the extravagant rear wing, a highly complex panel with captivating curves and creases. It's a stamping that Peugeot couldn't have done four years ago, he says.

### A space-age interior

But perhaps the biggest surprise of all is saved for the interior. A stepped horizontal dashboard, inspired by furniture design and bedecked in wood, makes production. It was first seen on the Exalt concept car in 2014, and its positive reception convinced Peugeot to make it a reality. The dashboard integrates Peugeot's i-Cockpit control system, with its customisable digital instrument binnacle, a 10-inch touchscreen, and – of course – that trademark compact steering wheel.





## Double podium in Canada

Phil Kinch

The 2018 World RX of Canada, held in the town of Trois-Rivières, started off well for Sebastien Loeb, going fastest in both Q1 and Q2 to end Saturday's action as Top Qualifier.

Sunday was a different story for the Team Peugeot Total driver however where he would finish second overall to Johan Kristoffersson at the end of Qualifying.

A mistake on Sunday led to contact with the wall and this lost him the chance to stay as TQ. Starting the Supercar Final from the back row, Loeb pushed hard to make up ground and was duly rewarded with third place, behind team-mate Timmy Hansen.

"We had a perfect day on Saturday but Sunday wasn't as good: in the morning I had a contact with Mattias Ekstrom and then in the semi-final I made a mistake, which was my fault, and that meant that I was starting the final on the third row – which is never easy." "Still, to start on the row and then end up on the podium is not bad, so in the end I am happy about this team result and to share the podium with Timmy."

One thing is very clear from the performance of the Peugeot 208 WRX Supercars in Canada. They have closed the gap significantly and they will be chasing hard



for wins in the second half of the 2018 FIA World Rallycross Championship. Things were slightly better for Timmy Hansen.

The Swedish driver went quicker and quicker in each Qualifying session to finish in fourth place overall and secured the wheel in



Timmy Hansen, Johan Kristoffersson and Sebastien Loeb celebrate the podium during the FIA World Rallycross Championship in Trois-Rivieres, Canada.

Semi-Final Two to line up on the front row for the Final. "We had a good weekend generally but during the final I didn't make a perfect start. Despite that, we still managed to end up second out of the first corner," said Hansen.

"After that I didn't want to take any big risks, because it's been a while since we've been on the podium. I really didn't want to have a puncture or anything, so through Turn 5 in particular I was really safe every lap!"

In the Supercar Final, Hansen chased eventual winner Johan Kristoffersson all the way to the flag and showed that the development of the Team Peugeot Total entries has closed the gap.

Team Peugeot Total sent out a clear message and with the 2018 World RX of France next, they will be looking for the home win. "For me it was an up and down weekend, as is often the case in rallycross," explained Loeb.

"We've carried out plenty of evolutions on this car since driving it for the first time in Sweden and the progress is clear to see: we're fighting against the top factory cars now and we've made up some positions in the championships. So it's been a very nice battle all weekend and I'm happy to be on the podium at the end of it."

— from [thecheckeredflag.co.uk](http://thecheckeredflag.co.uk)



## What Catie did in a rally Pug

Peter Wilson

Gorgeous young British rally driver, Catie Munnings, shows her skill at the wheel of a Pug in a UK TV ad after becoming a UK brand ambassador for the Peugeot 208 Black Edition.



But it's almost a Sunday drive compared with her pace on the rally circuit shown in her Facebook videos where she hurtles around narrow country bends, lifts wheels, and smokes sideways into hairpin turns.

The 20-year-old is the current FIA women's European Rally Champion, and last year aged 18 and in her first year of

competition became the first British female driver to win a European Rally title in almost 50 years.

This year she is competing in a factory spec Peugeot 208 R2 as part of the St Etienne-based Sainteloc Junior Rally Team while also headlining a BBC children's TV series.

However, she suffered a setback to her championship lead when she caught a bump in fast narrow section of the Polish round and crashed her car heavily.

"We will be back faster and stronger," she vowed on her website blog.

Her co-driver was Anne Katharina Stein, a 27-year-old German, with European and Middle East rally experience plus the 2016 German National Championship in the two-wheel category.

On the eve of Rally di Roma Capital in July their car was broken into and their rally clothes and critical pace notes stolen. Anna worked through the night to prepare a replacement set and, although feeling off-colour, guided Catie to another win.

In August she was competing in the Barum Czech Rally Zlín with Alba Sanchez at her side.

Catie grew up around motorsport with her family's busi-

ness and showed such potential in an early test that she was fast tracked straight into the European rally scene, competing directly against the men.

Backed by the Peugeot Rally Academy, she is on track to move into the World Rally Championship.

Meanwhile, for her TV show she introduces and test drives different machines from forklifts to trucks, ships, aircraft and trains.

The Pugilist



**Peugeot Association of Canberra  
Minutes of the General Meeting  
25 September 2018  
Weston Raiders Club**

**Present**

Brad Pillans,  
Colin Handley,  
Richard Morgan,  
Ross Stephens,  
Neil Sperring,  
Bernard Wright,  
Glen Bryden,  
Ian Brock,  
Mitchell Jamieson-Curran,  
Neil Birch,  
Maia Parker-Sloan,  
Jim Taylor.

**Apologies**

Allan Lance,  
Steve Lucas,  
Jenny Lucas,  
Greg Francis..

**Introduction**

1. The meeting opened at 8.13 pm, following dinner at the Weston Raiders Club.

**Minute of the previous meeting**

2. Moved by Neil Sperring, seconded by Jim Taylor as a true and accurate record of the meeting. Passed unanimously.

**Financial report**

3. Current balance is \$11,782.85; insurance paid last month; domain name paid for 2 years.

**Correspondence**

4. The Pugilist plus 1 membership renewal..

**Council of ACT Motor Clubs (CACTMC) Report**

5. PAC delegates unable to attend the last CACT meeting – no report.

**General Business**

1. It was confirmed that Mitchell Jamieson-Curran will transfer the \$500 refund from Queanbeyan council (from the Battle of Waterloo event) to the PAC bank account.
2. Brad gave a brief summary of planning for the 2019 Peugeot Pageant to be held in Queanbeyan. An invitation to other clubs, with details of the accommodation package should be ready to send out next month. Colin Handley is investigating possible venues for the motorkhana event.
3. The annual French Car Day event will be held at Tellopea school on Saturday 3 November, starting at 2.30 pm. All club members were encouraged to attend.

**Close**

8. The Meeting closed at 8.37 pm. The next club meeting will be the AGM to be held at the Raiders Club in Weston, on 23 October 2018.