

# ROAR

Magazine of the Peugeot Association of Canberra



April 2020

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On the cover Col Handley's 403 ute from another era.

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

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

Given the very low number of coronavirus cases in the ACT, Canberra is turning out to be a pretty good place to be. That said, life is not going to regain any semblance of normality for quite some time. In my case, being semi-retired, it's not a big issue, however, the ANU, like other universities in Canberra, has closed up shop which means I cannot access anything in my office or laboratory. On the bright side, it means more time in my garden.

Sadly, the great coronavirus lockdown came just before our scheduled March club meeting, so we had no choice but to cancel the meeting. With the lockdown continuing for an as yet indeterminate time, face-to-face club meetings are obviously off the agenda for the foreseeable future.

Instead, we plan to hold our meetings, remotely, using the Zoom platform that has become instantly popular with almost everyone. As it happens, I have been participating in Zoom meetings for more than 12 months and my wife, Sue, has also become expert in setting up and running Zoom meetings, so between us, we will organise a Zoom club meeting to be held at 8 pm on Tuesday 28 April.

All club members will receive an email invita-

tion, with a link to join the Zoom club meeting and some helpful hints on using Zoom for those who have not done so before. Rest assured, it's an easy platform to use, so don't be hesitant to participate.

An important agenda item for the April club meeting, carried over from last month, is to vote on the Special Resolution to form a French Car Club. If you sent me your proxy vote before the last meeting, your proxy vote still stands unless you inform me otherwise. Other members can still submit proxy votes before the April meeting, if they are unable to participate via Zoom.

We have also made a decision to cancel the Battle of Waterloo event that was scheduled to be held in Queanbeyan Park on 21 June. However, depending on how the coronavirus pandemic plays out, there may be an opportunity to reschedule the event later in the year. I will keep you informed.

With many people working from home, and non-essential travel prohibited or impossible, car usage has plummeted and the roads are relatively deserted.



The big pity is that fuel prices are at their lowest level in years – even my Woolies Caltex was advertising petrol only just above \$1/litre last Friday. Who woulda thought! And as for the price of oil going negative on the international market, that's just plain whacky.

After panic buying in supermarkets last month, items like toilet paper, pasta, flour and hand wash became almost impossible to obtain. However, a good crop of toilet paper from our garden saved the day – the fabled Dunny Roll Paperbark Bush (botanical name *Melaleuca papyrus* var. *cylindrica*) is flourishing after recent rain, as the accompanying photo shows...!

I look forward to talking with some of you by Zoom on Tuesday evening, 28 April.

Keep on Pugging,

Brad Pillans



# 2020 COMMITTEE

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caradv

# CLUB EVENTS 2020

**28 April 2020**

Club meeting, in the comfort and luxury of your own home. Via Zoom. Details will be sent to you.

**26 May 2020**

Club meeting, in the comfort and luxury of your own home. Via Zoom. Details will be sent to you.





# FRENCH CAR DRIVES 2020

Program of French car drives together with Peugeot and Citroën clubs, 4th Sunday of even month:

**Program of events in 2020 subject to change due to the Corona plague.**

**June 28: Tharwa** - afternoon tea at Tharwa Country Store

**August 23: Queanbeyan** - visit local history museum and print museum, lunch or coffee at local cafe, <https://queanbeyanmuseum.org.au/>, <http://queanbeyanprintingmuseum.com/>

**October 25: Hillbrook Hygge** - lunch

**December 6: Christmas BBQ**

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

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



# CLASSIFIEDS

## For Sale

### Peugeot 508 GT sedan

508GT 2014. Black - last of the 2.2 litre diesel with the bigger power and torque numbers (150kw and 450nm) mated to 6 speed automatic (both flappy paddles and sports shift). Bought as a demo from Peter Warren in Sydney in early 2015 with 4,000 kms on the clock. Full service history at the correct kilometre points. NSW rego to early December. Averages around 7 litres/100km in all running.

Just under 109,000kms driven by fussy professional female owner (grandkids not allowed aboard). Four newish Bridgestone Potenza tyres - on at 95,000kms.

Full size mag spare (not matching). Slight reduction in boot space but worth it (in our opinion). Original space saver and boot cover included with car. New rear rotors and pads at 105,000 kms. Front rotors and pads changed at 75,000 kms. New battery last winter.

Usual GT specs, Nappa leather, electric heated front seats with memory setting on driver's seat, heads up display for speed and cruise control settings, built in rear door and window curtains. JBL premium sound system etc. For those in the know – all 4 electric windows have been replaced under warranty, so those concerns are not an issue. No other “issues” in 5 years of ownership. Car has run perfectly and faultlessly. Change of life style from professional to carefree retirement necessitates move to a more SUV type vehicle. Car is in Greenleigh (behind Queanbeyan Golf Course) if you want to have a look. \$15,000 ono. Contact Malcolm Paterson 0478 225 350 or email on greenleigh18@gmail.com





# CLASSIFIEDS

## For Sale

### Peugeot 406 HDi sedan

406 HDi sedan, built Aug 2003; one owner; the second last of its' ilk to be registered in NSW. Its meticulous maintenance record alone is worth viewing. Travelled only 180,000km, few short distance trips, always garaged, seldom parked in the sun, and still retains new car smell. Deserves to go to a future owner that would really appreciate its' history and appearance. Supply of consumable parts available to the purchaser (gen. filters etc.). Registered until January 2021, this car would be an ideal car for preservation. I am seeking less than \$5000. Please phone me (Terry) on 0455 365 935 (located at Mittagong).



### 404 utility 1970

404 utility 1970. Very rare. Baltic grey. Original body. Fitted with a 4 cylinder petrol 504 motor. New Michelin tyres. Continuously registered and driven, goes well. Various spare parts and car cover included. Small amount of rust on one door handle and headlight cover, and on towbar.

41,537 km. Grey, black interior, 4 speed Manual. Registration June 2020

Roadworthy/Safety Certificate. \$12,600. Sam Tormey, 0400 991 901.





# CLASSIFIEDS

## For Sale

### Peugeot 405 SRDT

405 SRDT. Manufacture date 02/1996. Diesel manual with 344,400km on the clock. Reconditioned engine at 260,000km. One owner. Registered to 22 Feb 2019. In good mechanical condition for age, recent repairs to brakes and suspension. Upholstery in excellent condition, kept garaged. Kangaroo damage to front left/passenger corner. Reasonable offers considered.

Contact: John 0438 509 599; or email: jhook3@bigpond.com



### 307 HDi wagon 2004

307 HDi wagon 2004. Silver with blue leather interior. 240,000 kms. VIN = VF33ERHYB83447472. \$1500.00. This car has been a workhouse for 14 years and has been out of use for about 18 months due to replacement by another family car. Before storage the Pug was starting and running perfectly. I serviced it once every 12-18 months and replaced oil every 10,000 kms religiously. Currently won't start and probably just needs some TLC to bring it back into service, e.g. new glow plugs. Is currently stored under a carport and out of the weather. I have purchase a brand new battery for it. Was holding onto it for the kids to learn in a manual but that time has passed. Now I am just looking to move it out of the garage.

Nathan Sutton (m) 0422 540 469.



## Wanted

### Peugeot 205 GTi armrests

Two armrests/door handles (interior) for 1988 205 GTi. Greg 0411 281 388.

### Peugeot 205 CTi armrests

One armrest/door handle for 1991 205 CTi. Peter 0409 440 789.

## Parts

### Peugeot 205 rear reflector

205 rear reflector. Brand new, still in original package. \$220. Greg.0411 281 388

## PROPOSED FRENCH CAR CLUB OF CANBERRA

### (A) Introduction

This paper provides background information to assist members when voting on resolutions to establish a new French Car Club of Canberra.

### (B) Background

The Renault Car Club of Canberra (ROCC) was founded in September 1985 and incorporated on 9 April 1987 (Association Number A01347). The Peugeot Association of Canberra (PAC) was incorporated on 20 November 1979 (A00669). The Citroen Association of Canberra (CAC) was incorporated earlier on 5 July 1976 but its incorporation ceased on 19 December 2001. During 2018, the ROCC Committee considered options for the future of the club due to falling membership and, importantly, no new younger members were joining to continue the club, despite increased sales of new Renaults in the ACT and Australia-wide. Details were included in a paper circulated to ROCC members that included various options for the future of the club. On 20 December 2018, the majority of

ROCC members who voted chose option (c) to merge with the Peugeot Association of Canberra (PAC) to form a locally based all French Car Club of Canberra.

This result was communicated to Brad Pillans, President of the PAC, on the basis that the vote should be regarded as an in-principle agreement to merge with the PAC pending advice from him that the PAC was willing to merge and subject to negotiations on arrangements for the merger, including the involvement of Citroen owners and other French marques, if any, and on satisfying the provisions of the Associations Incorporation Act 1991.

It was suggested that a working group of one or two officers from each club meet in 2019 to work through the details.

Advice was received from Brad Pillans on 30 May 2019 that the PAC had given in-principle support to the merger and that he was endorsed to liaise with ROCC and Citroen representatives to prepare a merger proposal.

### (C) Terms of Proposed Merger

The Working Group comprised Barry McAdie and Lisa Molvig of ROCC, Brad Pillans and Colin Handley of PAC and Paul James, Peter Alabaster and Wayne Millar representing Citroen owners. Its purpose was to develop terms for the proposed merger.

Meetings were held at the National Botanic Gardens on 27 July, 7 September, 20 October with a final meeting on 7 December 2019. Agreement was reached on the following terms:

1. To form a new car association to be called "The French Car Club of Canberra Inc" by merging the Renault Car Club of Canberra and the Peugeot Association of Canberra and including owners of Citroens and other French marques.
2. The objectives of the new association would be:
  - (a) To foster and promote an interest and involvement in all French vehicles;
  - (b) To organize social activities for members that encourage mutual support and sharing of information relating to French vehicles;
  - (c) To form positive relationships with associations having similar aims and objectives.
3. The new club will adopt as its constitution the model rules as set out in Schedule 1 of the Associations Incorporation Regulation 1991 subject to amendments to allow additional members to be appointed to the committee, that the committee include members of each marque and that internet payments be allowed subject to the approval of two members of the committee as done in the constitution of ROCC.
4. Existing paid up and honorary members automatically become members of the new car club.
5. The initial fee for membership of the new



car club shall be \$20per annum.

6. The inaugural public officer of the association shall be Barry McAdie of 5 Strathnairn Place, Fraser, ACT 2615.

7. The inaugural members of the committee of the new association shall be Lisa Molvig, Colin Handley and Paul James.

8. The parties to this proposal agreed to reveal to each other their current sources of funds and expenditure, assets and liabilities, stock holdings, tools and manuals and that they become the property of the new association with tools and manuals to be made available on request to members.

9. The new association to be affiliated to the Council of ACT Motor Clubs so as to allow members to continue to have concessional registration on their historic vehicles and be affiliated with the NSW Roads and Maritime Agency to allow members based in NSW access to concessional registration on their historic vehicles.

10. The new association to be insured for public liability.

11. The new association's postal address will be the current PO Box address of the PAC (PO Box 711, Civic Square ACT 2608) and ROCC will terminate its PO Box rental.

12. The above points, where relevant, are to be incorporated into Form A2 "Application To Amalgamate Associations" to be submit-

ted by the Public Officer to Access Canberra after it is signed by both Presidents of the amalgamating associations and the Public Officer. The form will be signed and submitted only after both clubs have passed a special resolution agreeing to the amalgamation.

13. ROCC agreed to pay \$197.00 for the cost of the application. PAC offered to pay 50% of the cost should the amalgamation not proceed.

### PROPOSED SPECIAL RESOLUTION

Section 26 of the Associations Incorporation Act 1991 covers the amalgamation of incorporated associations.

In accordance with Section 26 (1), it is proposed that PAC members approve the terms of the proposed amalgamation as detailed in (C) above, the objects of the new association as detailed in (C) 2 above and agree that the new association adopt the model rules as amended in (C) 3 above.

Under Section 70 of the Act, "A resolution of an incorporated association is taken to be a special resolution if:

- (a) it is passed at a general meeting of the association, being a meeting of which at least 21 days notice, accompanied by notice of intention to propose the resolution as a special resolution, has been given to the members of the association; and
- (b) it is passed by at least  $\frac{3}{4}$  of the votes of those members of the association who, being entitled to vote, vote in person or, if the rules of the association permit voting by proxy, vote by proxy at the meeting."

**Postscript: On 22 February 2020, members of ROCC unanimously voted to proceed with the merger, subject to the results of voting by the PAC.**

**Form of appointment of proxy**

I,  
 .....  
 (Full name)  
 of  
 .....  
 (Address)  
 a member of  
 The Peugeot Association of Canberra  
 appoint  
 .....  
 (full name of proxy)  
 of  
 .....  
 (address)  
 a member of that incorporated association, as my proxy to vote on my behalf  
 at the general meeting of the association to be held at 8 pm on 24 March  
 2020 at the Raiders Weston Club, 1 Liardet St, Weston.  
 And at any adjournment of that meeting.  
 \*My proxy is authorized to vote in favour of/against (delete as appropriate)  
 the special resolution to approve the terms of the proposed amalgamation,

the objects of the new association and agree that the new  
 association adopt the model rules as amended as detailed  
 in the document “Proposed French Car Club of Canberra”  
 sent to me.

.....  
 (Signature of member appointing proxy)

(\* To be inserted if required)

Date .....

Note: A proxy vote my not be given to a person who is not a  
 member of the Association.



## Fiat Chrysler and Peugeot speed up work to close the merger

10 April 2020

Working groups at car makers Fiat Chrysler (FCA) and Peugeot's owner PSA are speeding up work on closing their alliance deal despite the coronavirus crisis, PSA chief executive officer Carlos Tavares said in an internal note seen by Reuters.

Tavares also said in the note the working groups were also speeding up work on synergies.

The crisis triggered by the new coronavirus has virtually wiped out demand for new vehicles, pushing automakers to temporarily halt most production and leaving them needing cash.

Reuters



## Peugeot boss reveals the three things slowly killing off the coupé...

24 March 2020

The head of Peugeot says coupés are rapidly disappearing from mainstream line-ups because of massive investment in three future technologies.

Speaking to Autocar, Peugeot boss Jean-Philippe Imparato said there were three things attracting investment that otherwise might be directed towards the development of coupés and convertibles.

He told the British publication large automakers were investing heavily in electric vehicles, autonomous vehicles and 5G connectivity, leaving little in the way of financial resources for the development of niche vehicles such as sporty coupés.

"I love these cars," Imparato said of coupés



and convertibles. "But today there are three other topics first."

The 53-year-old predicted investments in the three technologies would continue to dominate for at least a decade.

With the RCZ (pictured at left) having gone out of production back in 2015, Peugeot's broader global range no longer includes a coupé.

Carmag

## Restoring a 404 cabriolet

Colin Handley

Having been inspired by watching the restoration, and having a ride in the beautiful silver 404 Cabriolet with Gordon Miller, I leapt at the opportunity to own this 404 Cabriolet.

It was imported from the original owner in Arizona by someone else and changed hands a few times here.

The car was purchased from Alan Parker in Wagga Wagga. Alan had begun restoration of the panel damage the car had suffered during previous ownerships at TAFE with an experienced older panel beater teacher.

Alan used to tow the car to and from TAFE with an A frame behind his 505! Wagga police must be kind, or have poor eyesight...

The TAFE teacher was a great help in straightening the worst panels, Fortunately the car only had rust in the floor, none in the panels.

Alan had serious health issues. The car was in his backyard under cover for a while, but he did not want it to deteriorate.

I knew Alan but was not aware Alan had this car. Neville Summerill a mutual friend suggested he sell it to me to get it back on the road!! Thanks Neville!

That was the beginning of many happy coincidences that have come with



A lot of work to do! The rotisserie in front.

this car.

Alan used to be a mechanic at Regan Motors in Hawthorn when 404s were new, so he knows them well.

Being an inventive fellow Alan had built a basic rotisserie that used an inverted pair of 505

front legs each on a trolley, a cross piece bolted to the 505 hub allowed rotation. The cross piece was bolted to the bumper mounts!! Clever lad!

Once home, the car was stripped completely and mounted on the rotisserie to facilitate floor and buttress repairs, making life much easier. Ray, an





Back to bare metal.

experienced old school panel beater, was employed to straighten the remaining panel damage and get all the panel fits right.

With Ray's guid for paint. I have painted several cars and am pleased with this result.

I thought it would be a good idea to fit an 1800cc 504 motor that I had. That proved more difficult than anticipated, and instead ended up fitting a totally rebuilt 1600.

Mating the later diaphragm clutch to a ball race thrust bearing had insufficient throw when fitted to a C3 gearbox, The

504 flywheel is a different diameter interfering with the starter Bendix!!! So back to a 1600 which is quite adequate.

In asking around for someone to straighten the damaged bumpers and thin side strips (all different to the sedan), Alistair Inglis, who was in Australia at the time, knew an older fellow in Gippsland, Wes Mellord, who had straightened stainless parts all his life.

How lucky to have a visiting English Peugeot friend provide me with an expert in Australia? Thanks Alistair.

When I picked up the bumpers, Wes said he was retiring and it was his last job after 50 years. His wife wanted to go travelling.



The Cab turns blue.

Wes did a fantastic job of recovering stainless parts that we thought were beyond redemption, and at a very reasonable price. I have sent him photos of the completed car, as he had asked for. Thank you Wes!

Of course, as anyone knows, dismantled cars take up much more room. Fortunately for me, Alan had carefully kept all of the pieces, damaged and undamaged, together.

That made restoration a lot easier, as parts are quite difficult to source, even in Europe.

For those unaware, the 404 Cabrios shared floor pan, scuttle, instruments and mechanicals with the sedans, but nothing

else, as the bodies were built by Pininfarina in Italy.

I did have to source a few parts from the US and Europe and am pleased I did so nine years ago because our dollar was at parity with \$US, plus the amount of parts available has shrunk as the exchange rate has deteriorated.

Mike Tippet in Canada, who runs a registry for 404 Cabriolets, put me onto Peter Teufel in Germany who has a website for Peugeot Cabrios and coupes, <https://www.loewenland24.de>

Fortunately I was able to purchase complete hood bows from Peter, as the alloy hinges on mine were broken.

Coincidentally a friend was bringing a crate of books out from Heppenheim, near Peter Teufel, which was very fortunate as the hood bows were larger than items Fedex wanted to handle that were not in a crate.

On eBay France I found a rusty driver's door with a good quartervent window and frame that I needed. I had Shiply pick it up and transport it to England to be put into a crate a friend was shipping.

That proved very expensive, as customs opened the crate and decided it all had to be cleaned and fumigated as there was some crap inside the rusty door.

Mike Tippet amazingly was able to obtain a copy of the original Arizona rego papers. He also provided a missing door handle (different to sedan). Thank you Mike for all of your help!



Progress in the workshop.

It was hard to find a new windscreen rubber in Europe. The only other car that shares the same rubber section is one 1960s model Ferrari.

I had a call from Ralf Moore, the windscreen go-to-man in Australia, who wanted a section of my old windscreen rubber for a client in Queensland.

I was lucky to find a windscreen, (different to the sedan) – a friend in Melbourne had one under his house as a spare. Thank you Colin.

Gordon Miller had seven made when he restored his 404 Cab, but the mould has been destroyed since in a business takeover.

The Cab headlight rims are the same as

an ID Citroën. Hard to find, but Peter Teufel has had new rims and bumpers made and for sale on his website.

Yet another stroke of luck was to locate

the last RHD fibreglass dash top with Alan Horsley. Again the last of a batch made by Gordon during restoration of his Cab.

A new 50-year-old exhaust system in Torque for sales was picked up by Paul Watson for me in Geelong. Thank you Paul.

With a sewing machine designed for “quilting”, I manufactured the hood. It took two weeks of experimentation as I did not have a pattern.

I have enjoyed the challenge and, having decided to make this resto a labour of love, would only work on it when I felt like it. Nine years later, it is back on the road.

Many thanks to those who have assisted along the way.





The finished 404 Cabriolet turned eyes when Colin displayed it for the first time last year.



Barry Mouritz from Dunsborough in Western Australia has almost finished his conversion of a 403 sedan to a Cabriolet. The upholstery is nearly finished and the hood will be next. Note the fancy wheel covers and the stainless steel bumpers.





A 403 ute Colin Handley found at Martin's scrap yard Queanbeyan 10 years ago.



Colin using his 404 ute as an escort to move his house some years ago.



Colin's hippy days in Gippsland in an earlier 403 ute



## Peugeot sharpens award winning 308 range

7 April 2020

- All-new GT-Line added
- New Petrol variant for 308 Touring Sportswagon
- Greater value thanks to nationwide driveaway pricing

Peugeot Australia announces its revised 308 range for 2020, featuring an all-new Petrol drivetrain of its existing 308 Touring Sportswagon and a sharp nationwide recommended driveaway pricing structure. Joining the line-up is the new 308 GT-Line, the first time the nomenclature has been used for 308 in Australia.

Reflecting Australia's taste for sporty looks, the 308 GT-Line leverages the visual muscle of the GT and GTi variants, while benefitting from Peugeot's highly awarded PureTech turbo-petrol drivetrain.

The all-new 308 GT-Line features a competitive nationwide driveaway price of \$36,490 and gains on top of the Allure:

- Panoramic Glass Roof
- Full LED Headlights
- LED fog lights
- LED sequential scrolling front indicators



and Grille

- Exclusive interior trim and steering wheel (cloth with red highlights)
- Exclusive GT-Line exterior badging
- Red illumination for the instruments – in Sport mode
- Instrument panel displaying read-outs from the car's ECU, including levels of power and torque being delivered, turbo boost pressure, plus longitudinal and transverse acceleration

Joining the all-new 308 GT-Line is the 308 Allure Touring Sportswagon repowered in Petrol featuring Peugeot's six-time International Engine of the Year Award winning PureTech drivetrain.

Available for the first time in Australia with this drivetrain, the 308 Allure wagon features a six-speed Aisin Automatic Transmission, Autonomous Emergency Brake, Lane Departure Warning, Lane Keeping Assistance, Reverse Camera, Parking Sensors, Touch screen with Apple Carplay and Android Auto, Satellite Navigation, Electronic park brake, Keyless Entry and start, Chrome accents and all-new 16-inch two-tone alloys as standard.

The new 308 Allure Touring Sportswagon turbo-petrol features a nationwide driveaway price of \$33,490, representing a saving in excess of \$6,000 when compared to the last pet-

- 18" Diamant Black diamond cut wheels
- Sports Styling kit – Front bumper, Side skirt extension, Exhaust trim,

rol-powered touring in 2016.

Mirroring the new 308 Allure Touring Sportswagon is the Allure hatch, carrying a driveaway price of \$31,490. This new 308 Allure hatch replaces the previous model, which featured a recommended driveaway price of \$35,882, and represents a savings of in excess of \$4,000.

Product Manager of Peugeot Australia Daniel Khan said the revised 308 range brings a greater value and a focus on what Australian consumers desire.

"The revised Peugeot 308 range adds value where it matters, while delivering new models that hit the sweet spot in terms of visual appeal, performance and practicality," said Khan.

"We are particularly excited about the Petrol 308 Touring as it arrives into a segment where there is little choice and value is scarce. With a complete suite of safety and convenience inclusions, the revised Peugeot 308 range is sure to garner the attention of customers that value style just as much as value," said Khan.

As a result of the sharper pricing, the Diesel 308 Touring Sportswagon and 308 Active hatch has been discontinued (previous 308 Active \$30,732 driveaway) owing to the greater specification and near identical price point of the revised Allure model.

Peugeot Sport's 308 GT will also cease being offered in Australia due to tightening emissions standards as well.

All models retain Peugeot's 5-year unlimited kilometre warranty with roadside assist and Peugeot Price Promise servicing. All driveaway prices are available at participating Peugeot dealers.

### Pricing April 2020

Model	Price
308 Allure Hatch 96KW Petrol A/T	\$31,490 DA
308 Allure Touring Sportswagon 96KW Petrol A/T	\$33,490 DA
308 GT Line Hatch 96KW Petrol A/T	\$36,490 DA

## The best cars to own in the UK: Driver Power 2020 results

11 March 2020

The Peugeot 3008 has emerged as the best Mid-Size SUV to own in the UK, according to the latest Driver Power survey.

Driver Power gathered thousands of responses from owners, who've rated their cars across 31 subject areas in nine separate categories. The data was then collated, analysed and used to create a complete picture of how satisfying today's most popular new cars are to own.

The survey covers every conceivable type of car on the market in the initial period of ownership, up to the time that the models are 12 months old. From city cars to and everything in between, including electric and hybrids, it's all there.

The results identify the 75 best cars to own in the UK. The key criteria that make or break a car are all covered, from acceleration and handling to boot space, how easy the technology is to use and reliability - all are scored by the people who know the cars best, the owners.

The Peugeot 3008 scored 92.04 per cent to win its category. Overall, it just missed out on top place which went to the large SUV Kia Sorento, with 92.05.

Owners said the 3008 did almost everything well. According to the survey, although the 3008 may be four years old now, it's second

place finish showed that it was still well worthy of consideration if you're in the compact SUV market looking at models like the Ford Kuga and SEAT Ateca. Climbing up from a

strong 7th place finish in 2019, the 3008's solid build quality and reliability were praised, with the small number of complaints focusing mainly on recall work.

The interior is spacious and smartly designed, with the large boot making it an excellent choice for families. Despite its sensible nature, owners say the 3008 is an enjoyable car to drive as well - although the view from the driver's seat could be improved and some of the controls are slightly fiddly to use.

Citroën Grand C4 SpaceTourer Mk1, on 90.30 per cent rated 28th, the Peugeot 2008 Mk1, on 90.14 per cent, 35th, the Peugeot 208, on 89.7 per cent, 44th, and the Peugeot 308 Mk2, on 88.81 per cent, 63rd.

With carbuyer

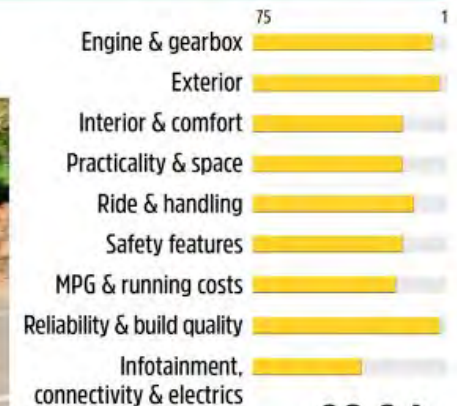
## BEST MID-SIZE SUV: PEUGEOT 3008



### 2. Peugeot 3008

YEARS OF MANUFACTURE 2016-present

KEY POINTS Owners say it does almost everything well



92.04%



## Peugeot 607 | Shed of the Week

For £990 is this week's Shed all show and no escargot?

By Tony Middlehurst  
17 April 2020

The younger guttersnipes among you might take one sneery look at this big old French saloon - a 2003 Peugeot 607 - and then run off screaming that you can smell wee. The truth of the matter is that the 607 is only one generation old. First appearing in 1999, it wasn't replaced until late 2010, and the 508 that followed it is still very much part of the 2020 Peugeot range offering.

Which is why, when Shed looks at the 607, he doesn't think 'relic'. He has a real soft spot for the 607, and it's not just because the '0' in the back-end badge doubles as the boot release (although he does like that). He likes it mainly because most normal people don't.

Murdering big French saloons has been a fashionable pursuit since the Germans first began to dominate the executive scene. The 607 was so roundly panned on launch that Shed was quite worried about going on the press junket when the invites finally reached regional, farming and veterinarian motoring correspondents several



months after the big boys had had their go. He can't remember the exact details, in fact he only just remembers it being in France somewhere, but the general memory of the drive that Shed enjoyed back then still gives him a warm feeling whenever he sits in a 607 today. And that's nothing to do with incontinence. Well, not all of it anyway.

This particular example of the 'lion king', as Wiki would like you to believe the 607 was nicknamed, is running the 2.2 HDi DW12 diesel, a 16-valver that was brought in by PSA in 1998 to replace the much-loved XUD diesels. In 2006-on twin-turbo DW12B format it squirted out a punchy 273lb ft, but even in our single-turbo 607 it was a torquey (230lb ft at 2,000rpm) and smooth engine that got plenty of love from Euro-

pean taxi drivers.

Stretched to its limit, the 135hp 2.2 would hit around 125mph, but for Shed that's really not what it's about. He probably wouldn't take a 607 to that many track days. Rather, he is the kind of chap who can glean pleasure from the simpler things in life, like cruising serenely along sunny European roads with his loved ones and Mrs Shed. For that sort of trip he would happily take a 607.

With lots of leather and wood and an old-school French feel to the ride, a 607 is very comfy, good looking when painted in a strong colour, and well kitted up for a car

of that era. You got a decent satnav, leccy seats (heated all round, even in the back), auto headlights and wipers, lovely light steering that was just the job for visits to the library or the mobility centre, and hazards that came on if you woke up with a start and had to slam the brakes on. You even got double glazing so that when that nice man rang up to try and sell you some you could say you already had it.

Okay, so 607s are not the roomiest cars ever made, unless you're a suitcase, in which case you would be more than pleased with your accommodation. And, like the suspension, the auto gearbox operates in an old-fashioned French way; it changes gears when it feels like it, not just when some filthy Brit





might like it to change them. Why should we be in such a hurry anyway? Why not just let the car make all the decisions and do all the worrying for a change?

The diesel 607 has one slightly dubious claim to fame. It was the first car to feature a DPF (diesel particulate filter). Nowadays, of course, we see the DPF as the invention of an angry terrorist and far more trouble than it's worth, but back in 1999, before anybody really understood what they were, DPFs were techy and exciting. A bit like disc brakes on a Triumph TR4, or the automotive equivalent of a vape. On the 607, DPFs contributed to the general throwing about of electrical fault codes. So did the windows, the washers, and the tyre pressure monitoring system, another technological step too far for an old reactionary like Shed.

Some passengers in early cars wished there was a little more padding in the electrified seats, and some owners would have preferred if the driver's door

didn't drop on its hinges.

2019's MOT occasioned a little ball joint work on the front suspension, on one front wheel bearing and on the reinstatement of a corroded rear subframe. It went in for a new MOT last month, just before the lockdown, when it failed on a low-tread rear tyre and an incorrectly functioning rear seat belt buckle. Both of these were rectified on the same day to generate a shiny new certificate, and it's just had new front brakes too so you're good to go.

Clarkson said that if Peugeot found more than four real customers for the 607 in the UK he would eat his own knees. The fact that he is still walking, sort of, belies the fact that this car had no trouble attracting admirers in Grande Bretagne. Does it still attract them now, at £990 or a potentially considerably lower 'take it off me 'ands' type price? Well, for one man at least it does.



## Pistonheads

### Specification

- Engine
  - o Layout Front Engine
  - o Size 2,179 cc
  - o Aspiration Turbo
- Performance
  - o Power 136 bhp
  - o Torque 229 lbs/ft
  - o Top speed 125 mph
  - o Acceleration 0 to 62 in 13.0 secs
- Transmission
  - o Type Automatic
  - o Gears 4
  - o Driven Wheels Front Wheel Drive
- Fuel
  - o Type Diesel
  - o Economy 39.2 mpg
- Exterior
  - o Doors 4
  - o Colour Red
  - o Body type Saloon
- Interior
  - o Seats 5
- Technical
  - o Emissions 193 (g/km)
- Dimension
  - o Vehicle height 1,460 mm
  - o Vehicle width 1,835 mm

## Peugeot diesels and lockdown

Mark Besley

We live in strange times that I could not have imagined even a couple of months ago. Wherever you are in the world, your movement is likely severely restricted.

I'll assume that most readers of this are in Victoria and are only able to leave home to buy essential items, attend medical appointments etc. Any long-distance travel is likely to attract the attention of Police, and most of our driving currently is very short-distance, e.g. to the local supermarket, doctor or pharmacy.

If you own a diesel Peugeot, you should be aware of a potential problem that will come from repeated short trips like this. Since the introduction of Euro 5 emissions standards in Australia, diesel passenger vehicles have required particulate filters.

These have been fitted to diesel Peugeots sold in Australia since about 2005. The problem is that the "burning off" process or "regeneration" as it is officially called requires that the car has reached normal operating temperature and runs at sustained speed and engine rpm for long enough to clear the particulate filter. With short runs such as I described, this may not happen. We had this situation recently with my 307HDI. My son had driven it to work

and told me that an engine fault warning had appeared and the car had gone into "limp-home" ultra-low performance mode, virtually undrivable.

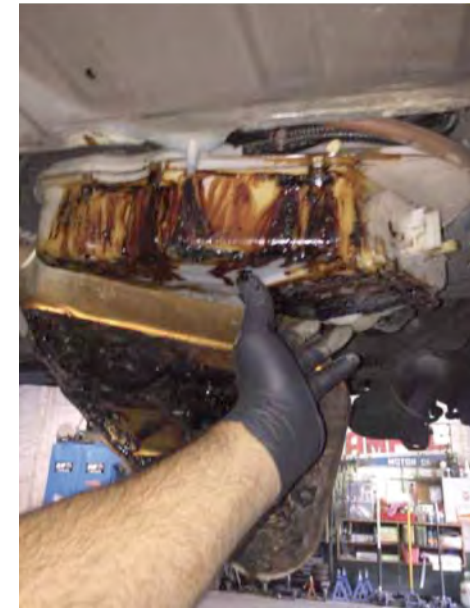
Knowing the above, and being aware that the car had only been doing very short trips, I immediately suspected a clogged diesel particulate filter. So I took it for a sustained 100 km/h drive down Eastlink and back. After arriving back home, I announced that the problem was solved.

The next day my son phoned and told me that the problem had reoccurred.

It seemed that my diagnosis had been wrong. I spoke to Peugeot expert Justin Fisher who agreed with my diagnosis of the problem, but informed me that once the fault had been logged by the engine management system, the car could no longer automatically regenerate the particulate filter during driving. Intervention was required to clear the fault code and force a filter regeneration.

So, a trip to Justin's was required. The problem was duly resolved but with considerable inconvenience. My advice if you have one of these vehicles is to make sure it still gets a good run from time to time to ensure that the filter gets regenerated. If you can't manage this during the current restrictions, drive one of your petrol-engined Peugeots for the duration. Don't forget to keep the battery charged in any cars that you are not driving for a sustained period of time.

Torque



Additive tank under a 307 HDi.

## In the Herald 60 years ago: 16 April 1960

Heir safe

Four-year-old Eric Peugeot, grandson of the millionaire car manufacturer, was returned unharmed today by two men who had kidnapped him. The boy's father, M. Roland Peugeot, said he had paid the ransom money but did not disclose the amount. The boy was found crying outside the Le Brazza Bar near the Arc de Triomphe. A Tax Office employee who found him took him in to the



bar and asked his name. The boy said: 'I am Eric Peugeot'."

He was returned after payment of a ransom, and his kidnappers arrested a few years later.





## The 404 story Part Three Cabriolet and Coupé

Chris Deligny

The very existence of the 404 cabriolet and coupé\* is explained by two components of the logic of Peugeot. Firstly, Peugeot always wanted to offer a full range of vehicles and their derivations to the car-buying public, and particularly their loyal customers, the conservative ones.

Secondly, while their sedan range was targeted at the Germans, their “sports” cars were designed to take on the Italians. and who better to design them than the Ferrari designer himself, Pininfarina?

Several facets of design and production had to be worked out first. To get a design, the two-doors had to retain some aspects of the style to make it visibly a 404, such as the headlights, grille, fins and taillights. Pininfarina just got his catalogue of existing styles, such as the Lancia Flaminia, Fiat 1500 et al, and put it in the microwave on re-heat.

Production was to be on, literally, an industrial scale, unlike the 403 CC which had been essentially handmade by Peugeot, at Peugeot. To keep costs down Peugeot offered the 404 floorpan, and a few common parts.



The floorpan was sent by train from Sochaux to Turin, where the bodies underwent major structural reinforcement. This included the rocker panels, i.e. the side frames at floor level between the front and rear wheels. Anyone with a 404 sedan knows that these are the ones that rust out.

Other stiffening was done in the cowl (below the windscreen) under the rear floor, across the front, and presumably the vital windscreen pillars themselves, although I can't find that specifically documented anywhere.

All the body panels were pressed at the Pininfarina factory, not one of them was shared with the sedan. This marked the first time that Peugeot had such an arrangement, a body shape not derived

from the sedan.

All this added measurably to the weight of the vehicle, however, the new silhouette was markedly more aerodynamic, and added several km/h to the top speed, versus the same drivetrain in the sedan, as we will see further down.

The plush interior, done in leather, was fitted, and the resulting car was trained back to Sochaux where it was dropped, as in gently lowered, onto the drivetrain. How the bodies were moved before having wheels to roll on escapes me.

The 404 Cabriolet was shown first. it was not exactly a prototype, more of a pre-series. A blue one, with soft-top folded down, appeared at the Paris Motor show of 1961, which was attended by no less a personage than President De Gaulle.

There was a bit of good old-fashioned corporate argy-bargy at this show. Pininfarina, maker of styles of other marques as well as





Peugeot, had their own stand, showing their 404 Cab.

Despite an agreement to show exactly the same version, those crafty Italians defied the concord and Pininfarina showed a Cabriolet with a black hard-top, which had not yet been ratified by the brass at Peugeot (but was to be within a year).

After some hasty to-ing and fro-ing, Peugeot decided “we’d better show that one instead”, and moved their blue one aside, purloining the hard-top.

The price list included the carby and injection models, and even though the injection engine (XCKF1) had been shown, it was not yet available. In fact, the whole car was not yet available, production did not even start until early the next year (1962), with the car commercialised in the spring.

The boot was capacious, although with the spare sitting flat was a bit of an odd shape, and the back seat did not skimp on

space, accommodating two adults, three at a pinch.

The two-doors were a couple of inches longer than the sedan, at 4m49, and the wheelbase was the same, as you would expect with the same floorpan. With the engine common to the sedan, that meant the 3-bearing crankshaft. It had 72hp, and a top speed of 148kmh.

Prices, unusually, did not vary all that much in their lifespan. Upon release, the carby Cab was 17,500ff, and the injected one was 18,800ff.

In 1962, again at the Paris Motor show, the 404 Coupé made its début. About the same weight, it was a bit faster, at 155km/h, and a bit pricier, at 18,000ff for the carby or 19,300ff for the injection. The sedan at this time was 9,900ff, about half price.

The next few years were quite stable in



the timeline of these two models. There were only minor tweaks such as the hub caps and dress rims, and front parkers going from round to the bi-focal rectangular that we are well used to.

Two-door versions inherited all the mechanical changes that the sedan did, like the successive power increases in both carby and injection (XCKF2), roll bars, and thermostable brakes, which were well up to the job, despite the increased weight. The previous braking system had received some criticism, particularly fade.

The exception was availability of the 3-speed ZF auto, which was never fitted to these two models, probably in an attempt for them to retain their ‘sportiness’ – and they were already dear





transmission tunnel.

enough.

in fact, speaking of gear changers, a known modification was the Nardi brand floor shift. It was a vast, and welcome, improvement. The linkage was attached directly to the gearbox, so little modification was needed to fit it, other than a bit of the



These shifters were fitted standard in Canada, in line with the upmarket image of the car. Nardi also made a steering wheel to fit the 404, as used by Enzo Ferrari in his personal transport – a 404 sedan.

The above power increases seemed to benefit the streamlined two-doors more than the sedan. The Coupé, now with an eye-watering 96hp, could top 167km/h, whereas the sedan could pull “only” 161. a bit of taller gearing may have helped.

Standing 400m was 18.8 seconds. To measure that, they did not so much have a dashboard clock as a dashboard calendar.

The biggest change to the external appearance of these models was the 1967 year model, when the front received the not-universally-acclaimed upgrade to the grille, with the installation of a couple of whacking great iode spotlights.



The front also got a slight panel change, in that there was now an air inlet under the bumper bar.

At the rear, the screen became enlarged and a bit panoramic. inside too, the dashboard transitioned to the 3-dial arrangement.

This new styling did not last very long. by the next year, 1968, the 504 was released, with its even more stunning two-door versions soon after.

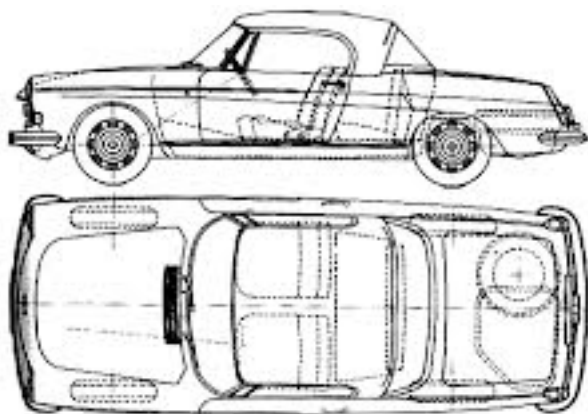






As is always the case with the wind-down of a model, the exotics were the first to go. The twins were deleted from the catalogue in 1968 because Peugeot's resources, and hopes of sales, were elsewhere.

As previously mentioned, whereas most purchase prices doubled (or more) in a model's run, these hardly changed. The carby Cab's final cost was 17,750ff, and the inj was 19,050.



Meanwhile the carby Coupé sold for 18,250 ff and the pinnacle, the flagship einspritzen Coupé was a mere 19,550ff.

Final production numbers were 10,389 Cabs, and 6,834 Coupés, in the ratio of approx 3:1 injection to carby. That makes the Coupé twice as rare as the Citroën SM.

Rare or not, they went on to become a classic. A search on leboncoin.fr (lit. "the good corner") shows more than a dozen, and all between 30,000 and 50,000 euros. That is up to AU\$90,000.

And there's more than a few of them here in Australia too, all around the country, but mostly in Victoria. The PCCV lined up three for the 55th anniversary.

History shows these two to be of the most classic and collectable Peugeots ever.

\*in case you have ever wondered why it is called a coupe, or more correctly coupé, the word is a form of the French verb 'couper', to cut. Coupé is both the past participle and an adjective, both meaning 'cut', 'cut off', or 'chopped off'.

The Pugilist