

ROAR

Magazine of the Peugeot Association of Canberra



March 2009

Interactive contents page: Click and go

02 President's Report

03 Pictorial

- Wheels 2009

05 Committee Page

- Who's who in PAC

07 Calendar

- 505 Day

09 Classifieds

- For Sale

10 News

- Peugeot at centre of merger speculation with Renault, then Fiat

11 News

- Fiat leads European brands on CO₂ average
- Pescarolo to run a Peugeot at Le Mans

15 News

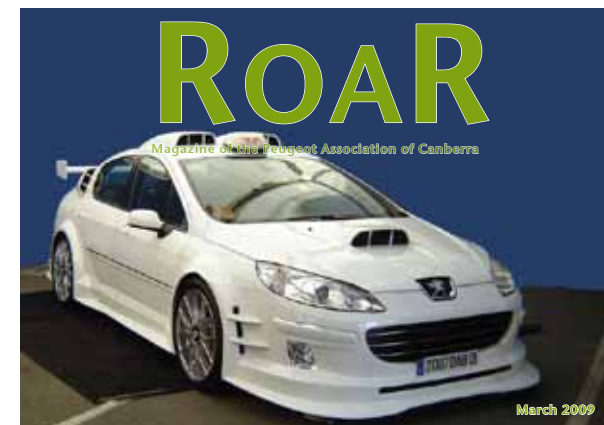
- Peugeot and Citroën: 3m clean diesels and counting
- Peugeot and Citroën reduce CO₂ emissions by 15000 tonnes a year

16 News

- Peugeot 308CC 2.0 HDi 140GT

19 Minutes

- Minutes of General Meeting, 3 March 2009



ON THE COVER

Slightly modified Peugeot 407 taxi from the film Taxi 4. Photo from flickr.com.

RoAR is the official journal of the
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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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Greetings all,

A couple of weeks ago, Sue I decided to take our 404, which is on historic rego, for a test run. A simple Sunday afternoon task one would think. How wrong can you be!

Despite having not been driven for a few months, the 404 started easily (I disconnect the battery between infrequent drives). Not far from home we struck our first problem – road works and a long queue waiting to filter past the road crew and associated machinery. No big deal, we thought, just wait patiently...

Second problem – brakes start to fade with foot brake continuously depressed. Again, no big deal, use handbrake and hopefully allow brakes to

hot days. Brake pedal still not working; hand brake used when needed.

Fifth problem – pull over again, this time to check brakes. Check reservoir fluid level; a bit low, but not too much; top it up anyway.

Sixth problem – brakes now locked. Disconnect hose to brake booster tank to release brake pressure. Brakes no longer locked, but still no foot pedal. Mental note - the thermostable, boosted drum brakes, on my 1967 (NZ assembled) 404, are normally fantastic. Might be wise to get the booster checked over asap, but not today – still need to get home.

Seventh problem – engine stalls again and will not start (see fourth problem). Another minute or two before proceeding with no foot brake.

Eighth problem – see seventh problem.

recover.

Third problem – engine stalls just as traffic starts to move past the road works.

Fourth problem – engine will not start again. Starter motor working fine; engine refusing to fire. Pull over; miss our chance to clear road works. Engine restarts a few minutes later. Had this problem intermittently, before; most noticeable on

Ninth problem – see sixth problem.

Tenth problem – see seventh and eighth problems...

Anyway, we finally made it back home, driving several kilometres with only the handbrake for stopping power, and the stalling problem unresolved. A testing test run!

I should add, for clarification, that the stalling is not a simple idle speed problem. It normally occurs when pulling away from a stationary position. With the engine being so quiet in the 404 it's difficult to judge the rev speed when disengaging the clutch. Maybe I've been driving automatic Pugs too much!

Unfortunately I will miss the next two club activities – travelling again, this time to India. So, my apologies for absences at, firstly, the Wheels Exhibition on Sunday, 22 March (from 9.30 am) and, secondly, the monthly club night on Tuesday, 24 March (dinner at 7 pm; meeting at 8 pm).

I'm sure that, given fine weather, Wheels will be as enjoyable as ever and I look forward to seeing pictures of the event in due course. Neil Sperring will be manning the club marquee on the day.

Keep on Pugging,

Brad

Wheels 2009

LSN	Name	Car	Year	Club	Rego - Colour
1	Rohan Thompson	205 Gti Mi16	1991	PAC	(ACT) 1934 - Red
2	Bruce Green	205 Gti6		PAC	YFA-66N - White
3	?	205 Gti		PAC	YCD-70F - White
4	Laurie Kerr	205 Gti	1988	PCC-NSW	RI-88-IT - White
5	Kate Clulow	206 Gti	1999	Visitor	AWB-88D - Green
6	Neil Sperring	306 S16	1995	PAC	YZP-581 - White
7	Rob Turner	306 XT	1995	PAC	CT-4201 - Mayerling Green
8	Stuart Gibbs	307 HDi	2008	PAC	YGF-67H - Grey
9	Graham Taylor	404	1968	PAC	(HP) 616 - White
10	Derek Flannery	405 SRI	1995	PAC	YAX-75W - White
11	Daniel Fowler	406 Coupe	1999	PAC	YDJ-11T - Dark Grey
12	Paul Howard	406 Coupe	2001	PAC	LM-829 - Silver
13	Ben Green	406 Coupe		PAC	YAD-02M - Dark Grey
14	Ian Barges	504 v6	1980	PCC- NSW	YEU-42C - White
15	Lisa Molvig	Bicycle		ROCC	Peugeot Bike - White



Wheels photos by Neil Sperring, Peter Rees, Allan Lance

Wheels 2009



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Wheels 2009



CLUB EVENTS

10 – 13 April 2009 Peugeot Easter Pageant 2009. The Peugeot Car Club of Queensland invites all club members to join them in Stanthorpe Qld.

Pageant Contact:
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Or pepperidge@aapt.net.au

28 April 2009 Club meeting, Canberra Services Club, Manuka, 8 p.m. Dinner at 7 p.m.

17 May 2009 National Motoring Heritage Day – see <http://www.actmotorclubs.org.au/go/motoring-heritage-day>
Picnic & Display at Chevalier College, Moss Vale Road, Burradoo. This event is open to Individuals, Council of ACT Motor Clubs Affiliates and Council of Motor Clubs Affiliates. New for this year is “RoundABOUTs” – explore the Southern Highlands backblocks. Enquiries - please phone 4887 7166 or email BEAC at info@beac.org.au

Maybe a run to the Southern Highlands for the day could be the PAC May Activity.



Wheels 2009



CLASSIFIEDS

FOR SALE

504

505 1987 SL Series 2. Classic Peugeot 505, engine in great nick and running really well, 5-speed manual, power windows, power steering, reasonable interior and exterior, CD player. Make perfect first car, very tough. Bordeaux red, currently has no registration as we got a new car and didn't need it anymore, however, started first time after 6 months and running like a dream! \$1,000 or make us an offer. Contact: Chris, Mobile: 0422 188 389; Phone: 02 6161 8091



The PAC stall at Wheels 2009

Peugeot at centre of merger speculation with Renault, then Fiat

28 January 2009

Reuters reported that shares in French carmakers PSA Peugeot Citroen and Renault rose sharply on 11 March on market talk of a merger between the groups.

Peugeot shares were up 7.9 per cent at 14.95 euros and Renault shares were up 7.67 per cent at 13.05 euros.

A spokesman for PSA Peugeot Citroen declined to comment, while an analyst said a deal between the two was unlikely.

Credit Suisse analyst Stuart Pearson told Reuters he thought a tie-up between the two groups was extremely unlikely and would not be allowed by the French state, a Renault shareholder with a 15.01 per cent stake.

"It would be a pretty fast way to cut jobs in France," Pearson said.

Renault is already linked through cross-shareholdings with Japanese alliance partner Nissan.

Peugeot stock has gained 23 percent so far this year, while Renault is down 29 percent year-to-date.

Meanwhile, in Rome there was further talk of a potential alliance between FIAT and PSA Peugeot Citroen, which saw FIAT shares boosted by 6 per cent on 13 March.



According to 'Il Sole 24 Ore', a possible merging of the two car manufacturers has already been "drawn up with the assistance of Mediobanca and a strategic consultant".

The daily newspaper also referred to the agreement with the French company in the commercial vehicles sector, which is already up and running.

The leaks go on to talk about a production structure which would remain "unchanged in Italy" in order to safeguard employment, while the French would have to "sustain the employment cost" and in exchange they would take the

headquarters to Paris with, however, FIAT chief executive officer Sergio Marchionne as head of operations of the group.

Earlier, as the global financial crisis leads to intensifying discussion about mergers, Marchionne fuelled talk of a tie-up with troubled US carmaker, Chrysler.

He said the Obama administration's auto industry task force was receptive to a proposed partnership that would give Fiat a 35 per cent stake in Chrysler in exchange for new technology, but no cash.

Fiat leads European brands on CO₂ average

Courtesy just-auto.com editorial team

Analysis undertaken by consulting and data firm JATO shows that Peugeot has achieved the second lowest volume-weighted average CO₂ figure of Europe's top selling brands.

The Peugeot figure, with an average of 138.1g/km, put just behind Italian small car specialist Fiat which once again achieved the lowest volume-weighted average CO₂ figure.

FIAT topped the list at 133.7g/km, down from 137.3g/km in 2007.

Peugeot and FIAT were the only volume manufacturers to achieve sub-140g/km figures.

Citroen, its PSA sister company, was in third place at 142.4g/km, the only manufacturer to have seen a marginal increase since 2007, thanks largely to the introduction of new larger models into the market.

The top five places are completed by Renault (142.7g/km) and Toyota (144.9g/km).

"Looking at emissions in the context of Europe's best selling brands, the top ten places are held by the same manufacturers as 2007", says David Di Girolamo, Head of JATO Consult.

"BMW's performance has been exceptional (an overall reduction of 16g/km) in achieving the highest overall reduction year on year given their product range, but viewed holistically, the entire industry has made significant progress.

"The average total reduction across the market is 5.3g/km, which in a short twelve month window is something the industry can be very proud of."

The average for the whole market is 153.7g/km.

Top 10 best-selling brands ranked by volumes-weighted average CO₂ emissions:

Make	Average CO ₂ (g/km) 2008
FIAT	133.7
PEUGEOT	138.1
CITROEN	142.4
RENAULT	142.7
TOYOTA	144.9
FORD	147.8
OPEL/VAUXHALL	151.1
VOLKSWAGEN	158.8
BMW	160.6
MERCEDES	185.0



Pescarolo to run a Peugeot at Le Mans

Pescarolo Sport will enter a privateer Peugeot 908 in this year's Le Mans 24 Hours alongside one of their own cars.

In addition to the respective works Audi and Peugeot teams, the customer 908 and the two Kolles-run R10s mean there will be five Audis and four Peugeots in the LMP1 class this year, as well as potentially three examples of Aston Martin's new prototype.

Pescarolo finished third behind one Audi and one Peugeot at Le Mans in 2007, but their highest car was only seventh last year behind Audi and Peugeot's three cars each.

The arrival of the first customer Peugeot LMP1 car is the biggest news of the 2009 Le

Mans entry list.

The list also features three Porsche RS Spyders in the LMP2 class, with the already-announced Team Essex car joined by entries from FIA GT champions Vitaphone Racing - in their prototype debut - and former Audi LMP squad Team Goh, who took overall victory in 2004.

2009 Le Mans entry list

LMP1

No	Team	Car
1	Audi Sport Team Joest	Audi R15
3	Audi Sport Team Joest	Audi R15
2	Audi Sport North America	Audi R15
14	Kolles	Audi R10
15	Kolles	Audi R10
7	Team Peugeot Total	Peugeot 908
8	Team Peugeot Total	Peugeot 908
9	Peugeot Sport Total	Peugeot 908
17	Pescarolo Sport	Peugeot 908
16	Pescarolo Sport	Pescarolo Judd
007	Aston Martin Racing	Lola Aston Martin
009	Aston Martin Racing	Lola Aston Martin
008	AMR Eastern Europe	Lola Aston Martin
13	Speedy Racing Team Sebah	Lola Aston Martin

10	Team ORECA Matmut AIM	Courage-ORECA AIM
11	Team ORECA Matmut AIM	Courage-ORECA AIM
6	Team LNT	Ginetta Zytek
23	Strakka Racing	Ginetta Zytek
12	Signature Plus	Courage Judd
20	Epsilon Euskadi	Epsilon Euskadi Judd
4	Creation Autosportif	Creation Judd



LMP2

No	Team	Car
5	Navi Team Goh	Porsche RS Spyder
31	Team Essex	Porsche RS Spyder
49	Vitaphone Racing Team	Porsche Rs Spyder
25	RML	Lola Mazda Coupe

44	KSM	Lola Mazda Coupe
30	Racing Box	Lola Judd Coupe
33	Speedy Racing Team Sebah	Lola Judd Coupe
24	Oak Racing	Pescarolo Mazda
35	Oak Racing	Pescarolo Mazda
40	Quifel-ASM Team	Ginetta Zytek 09S
41	Gac Racing Team	Zytek 07S
26	Bruichladdich Bruneau	Radical AER

GT1

No	Team	Car
63	Corvette Racing	Corvette C6.R
64	Corvette Racing	Corvette C6.R
72	Luc Alphand Aventures	Corvette C6.R
73	Luc Alphand Aventures	Corvette C6.R
60	Gigawave Motorsport Ltd	Aston Martin DBR9
66	Jetalliance Racing	Aston Martin DBR9
55	IPB Spartak Racing	Lamborghini Murcielago
68	JLOC Isao Noritake	Lamborghini Murcielago

GT2

No	Team	Car
76	IMSA Performance Matmut	Porsche 911 GT3 RSR (997)
77	Team Felbermayer-Proton	Porsche 911 GT3 RSR (997)
80	Flying Lizard Motorsport	Porsche 911 GT3 RSR (997)

78	AF Corse Srl	Ferrari F430 GT
82	Risi Competizione	Ferrari F430 GT
83	Risi Competizione	Ferrari F430 GT
84	Team Modena	Ferrari F430 GT
89	Hankook - Team Farnbacher	Ferrari F430 GT
92	JMW Motorsport	Ferrari F430 GT
96	Virgo Motorsport	Ferrari F430 GT
97	BMS Scuderia Italia	Ferrari F430 GT
99	JMB Racing	Ferrari F430 GT
87	Drayson Racing	Aston Martin V8
85	Snoras Spyker Squadron	Spyker C8 Laviolette

Courtesy Autosport.com



Wheels 2009



Peugeot and Citroën: 3m clean diesels and counting

In January, PSA Citroen chalked up its three millionth diesel engine fitted with the company's patented diesel particulate filtration (DPF) system -- a technology making them not just clean by diesel standards but what PSA says are the world's cleanest internal combustion engines.

DPF has been a part of all Citroen and Peugeot diesel products since 2000, meaning the two marques have met the stringent Euro V emissions standards since before they were drafted -- which make particulate filters mandatory in all new diesel vehicles after September 2009 -- for nearly a decade.

Now in its second generation, the additive-based technology destroys enough particulate matter to reduce

emissions almost below measurability (0.004g/km). The company claims this makes its HDi oilers the world's cleanest internal combustion engines.

Today, the group's Citroen and Peugeot brands have DPF as standard across their HDi ranges.

Courtesy Carsales.com.au



Lisa Molveg astride her Peugeot bike

Peugeot and Citroën reduce CO₂ emissions by 15,000 tonnes a year

CO₂ emissions from Peugeot and Citroen vehicles reduced by 15,000 tonnes a year thanks to 1,000,000 Michelin Energy Saver tyres.

On 9 March 2009, Michelin presented PSA Peugeot Citroën with the 1,000,000th Michelin

Energy Saver tyre, thereby reaffirming the strategic partnership between the two groups.

With the Energy Saver, which premiered exclusively on the Peugeot 308 in 2007, Michelin has produced a tyre that not only reduces fuel consumption but also delivers superior grip and safety performance, as well as the best mileage on the market.

Michelin's 'green' technological solution generates

fuel savings of nearly 0.2 litres per 100 kilometres in combined cycle driving, resulting in a reduction in CO2 emissions of nearly 4 grams per kilometre. Over the entire life of the vehicle, this represents a reduction in CO2 emissions of approximately one tonne. Today, this tyre technology is widely deployed on several Peugeot and Citroën vehicles.

In recent years, PSA Peugeot Citroën has forged strategic alliances with a small number of key partners, with Michelin at the forefront. The goal is to work together far upstream to share, deepen and develop new data and research paths in priority areas for the carmaker. As part of this close cooperation, PSA Peugeot Citroën and Michelin have pooled their innovation resources to develop new vehicles. Through the project, engineers from both companies have succeeded in improving the energy performance of the Group's vehicles by reducing friction.

In the years ahead, PSA Peugeot Citroën will leverage its innovative vehicles and technologies, such as Stop&Start and HYbrid4, to maintain its leadership in environmentally friendly cars.

Meanwhile, Peugeot Citroën says it will accelerate a joint venture with Mitsubishi to launch electric cars on Europe's roads by late 2010. It is already bidding to provide La Poste with around 500 electric vans as well

as working with EDF Energy on a plug-in hybrid capable of running on battery power for 50km.

Courtesy TheGreenCarWebsite.co.uk



Peugeot 308CC 2.0 HDi 140 GT

Peugeot's latest coupe-cabriolet is on sale in the UK and Auto Express gets behind the wheel.

When it comes to Coupe-Cabriolets Peugeot lead the way. It introduced the world's first folding hard top way back in the thirties, and made the technology affordable nine years ago with the massively successful 206CC, followed by the

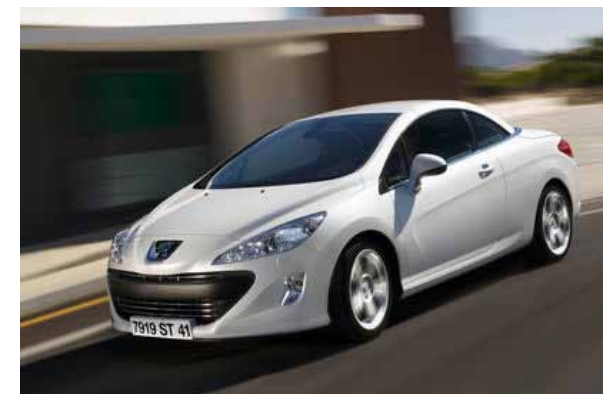
more recent 307CC and 207CC.

In 2008 one in every four CC's sold worldwide was a Peugeot, and its latest offering – the 308CC - has arrived just in time for summer 2009.

A major factor for buyers of these cars is style, so this four-seater sun-seeker has to be desirable above all else... And there's no denying that it's a striking car in the flesh.

Following on from the 307CC it features Peugeot's bold family face with the wide-mouth grille, oversize headlights and heavily sculpted bonnet. A subtle crease along the side and steeply raked windscreen give the car a sleek profile, but the bulbous rear end - a necessity to stow the large two-piece roof – is less successful. It's a love it or hate it design.

Sure to impress though is the electric folding hard-top, which tucks neatly into the boot in just 20 seconds, and at up to speeds of 7.5mph. An advantage of the large back end is boot space - there's a cavernous



465-litres with the roof up, and still a perfectly useful 266-litres with it down.

Climb inside the cabin of our top-spec test car, and it's the build quality that stands out. The materials are all top-notch, from the supportive leather seats to the aluminium-topped gearlever. Peugeot put particular emphasis on improving quality with this project – and it shows.

There's a raft of innovations too, including a Mercedes SL-style 'Airwave Scarf', which blows warm air around your neck and face so you can enjoy top-down motoring even in the coldest weather. From the first corner it's obvious this car puts more emphasis on cruising ability than a sporty drive.

The steering is fingertip light – perfect for manoeuvring at low speeds, but up the pace and it doesn't inspire confidence. The manual gearbox is satisfying and the brakes, which include vented discs at the front, are strong – but there's no hiding the portly 1,600kg kerbweight. It feels like a big car and needs to be eased around bends rather than thrown into them. However, the supple ride makes this an excellent long-distance companion.

We drove the 140bhp 2.0-litre turbodiesel, which proved noisy at idle but surprisingly smooth on the move. Like any good oil-burner should, it offers its maximum 260Nm of torque from just 2,000rpm which is useful for maintaining a cruising speed – but put your foot down and the underpowered unit runs out of puff at just 4,000rpm.

Other engine choices include the less economical, but much sweeter 1.6-litre turbo-charged THP 150. Three trim levels are available at launch – Sport, SE and GT – and even the base-model gets 16-inch alloys, air-con and six airbags, while range-topping GT's are lavished with leather trim, parking sensors and the Airwave Scarf.

So with prices expected to start from around £19,000, and Peugeot's pedigree in this field the 308CC looks like the four-seat CC of choice – as long as you can stomach the dubi-

ous styling that is.

Rival: Ford Focus CC The Focus' folding roof has been dogged with reliability issues since its introduction, and the styling has failed to win over any significant number of UK buyers – but it is a sharper drive than its rival from Peugeot. Considering it's based on the best hatchback in the business, this was an opportunity missed for Ford.

Courtesy Auto Express



Wheels 2009



Peugeot Association of Canberra

Minutes of Meeting 8pm 3 March 2009

Canberra Services Club Manuka ACT

Persons Present

Brad Pillans (Chair)
Neil Sperring
Derek Flannery
Glen Bryden
Ross Stevens
Ian Brock
Colin Handley
Rick Phillips (minutes)

The meeting was preceded by dinner at the Services Club.

Minutes of previous meeting

No minutes were taken at the November 2008 meeting as it was an informal meeting. The minutes of the AGM held on 28 October 2008 were accepted.

Treasurer's report

Glen advised that the club currently holds about \$8,190 in hand.

Unfilled Committee positions

Brad noted that two positions remained unfilled from the AGM – Secretary and Social Secretary.

Secretary. Rick agreed to stand for another year on the understanding that he may not be able to attend all meetings due to work travel commitments. Ross said that he may be able to assist with minutes when Rick is away.

It was moved Brad, seconded Colin that Rick be nominated for the position of Secretary. There were no other nominations. Carried.

Social Secretary/General Committee. Neil said that he was not able to continue in the Social Secretary position due to other commitments but would be available to be on the General Committee.

Colin agreed to stand for the Social Secretary position on the understanding that he cannot give any commitments.

It was moved Brad, seconded Derek that Neil be nominated for the General Committee and Colin the Social Secretary. There were no other nominations. Carried.

Ideas for functions

Ideas were canvassed for social events. Ideas included an overnight stay at Binalong and a visit to the White Lions at the Can-

berra Zoo and Aquarium. Members were encouraged to suggest ideas for events in April. Other French car clubs would be encouraged to attend.

Wheels 2009

It was noted that Wheels will be held on 22 March '09. Brad will contact Bill to arrange for a notice to be sent out. (Secretarial note: Neil has since sent out an email advising people to contact him regarding the event.)

Website hosting

All arrangements are now in place for the new web site except for the site name. The meeting agreed with Neil's suggestion that \$22 be spent to allow access functionality for the domain name.

Other business

Neil suggested that consideration be given to approaching the Renault Club to form a combined Canberra French Car Club. The meeting agreed that closer social ties by the clubs should be pursued.

French Car Drives 2009

Here is the list of dates and proposed destinations for our drives this year. I'm looking for suggestions for August, please send me your ideas.

Sunday April 26 - Black Swan restaurant at Binalong

Sunday June 28 - Winery/cafe in Wamboin

Sunday August 23 - any suggestions?

Sunday October 25 - Winery (Jeir Creek) and cafe in Murrumbateman

Sunday December 6 - Lakeside BBQ

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