

ROAR

Magazine of the Peugeot Association of Canberra



Peugeot National Pageant 22 - 25 April

April 2011

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ON THE COVER

A 307 SW taxi in front of the Milan cathedral,
Italy (Photo: Allan Lance).

RoAR is the official journal of the
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(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
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Greetings all,

My 407 has never failed to start, until last week and the timing was most inconvenient – first thing in the morning as I prepared to negotiate peak-hour traffic. Fortunately, I had a fully charged battery in my garage that I was able to connect to with jumper leads and I was on my way with minimal delay.

I replaced the battery later that day, at the Battery Factory in Fyshwick, who will give club members a discount of around 10%. The battery in my 407 had been in the car since new (2005), so I'd had a good run, I suppose.

Once again, the weather was terrific for the annual Wheels Exhibition, held on the lawns of Old Parliament House on Sunday 27 March. As usual, the club had an interesting line-up of

vehicles from 203 through to 407. A highlight was the 403 panel van of Bob and John Edwards – a much loved, extremely rare vehicle that had not been displayed for a couple of years.

Speaking of much loved and rare Pugs, there will be plenty of those gathering in Canberra over Easter for the National Peugeot Pageant. The weekend will begin with a concours d'elegance at Mt Majura Winery (north end of Majura Road) from 9 am to 12 noon on the Saturday, with wine tasting and morning tea/coffee.

Featured rare cars include a brace of 504 coupés, a 404 cabriolet, a 605 ute and the 403 van, supported by a great selection of other beautifully prepared Pugs, covering more than 60 years, from a 1949 203 to a 2011 RCZ, the latter courtesy of Melrose Peugeot.

Also on Easter Saturday, there will be motorkhana and driving skills events at the Greyhound Racing Club in Jerrabomberra Ave, Symonston, from 1 to 5 pm. Participants have a choice of competing in either the full-on CAMS-approved motorkhana events or the more sedate, but no less demanding driving skills tests. Spectators are welcome and we expect that afternoon tea/coffee/snacks will be available.

On Easter Sunday, there will be a day run to Braidwood, starting from Eaglehawk at 9.30 am, which includes an observation trial devised by Peter Rees.

Points will be awarded in each event that will go towards the club trophy competition, with the winners being announced at the Pageant dinner at Eaglehawk on



the Sunday night (7 pm for 7.30 pm, with selected wines from Mt Majura Winery).

There will be no monthly club night this month, because of the combined Easter/Anzac Day long weekend. However, at the time of writing, the weather forecast for Easter is good, so whether you are a participant or spectator, I encourage all club members to join us at the Pageant.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

407

407 SV HDI Twin Turbo Diesel Auto Sedan, Nov 2006. 86,000 km – end of lease sale. \$26,985 very neg. Replacement vehicle has been bought so must sell. This vehicle was first registered on the 15th May 2007, is one owner has never been in an accident and has excellent tyres. At the time of purchase it had a Protech Duco and Paint Protection (Gold Paint) system applied which comes with a lifetime transferable warranty - which means no more waxing or polishing! Protech's leather treatment system was also applied to keep the leather interior in pristine condition. The vehicle has always been garaged in Canberra and driven by a lady owner, but no, not to Church on Sundays...please call Wendy on 02 6231 5485, Wanniasa ACT.

406

406 ST 2 litre, 1996. White, manual. VGC, 235,000 kms. Tim Langford, \$3,500 ono. 0400 344 394. Email: Tim.Langford@npg.gov.au (see photo below).



CLASSIFIEDS

406

406 SV 1999 Sedan, 5 sp man 3 litre V6. Looks great in metallic British Racing Green. First registered March 2000. Two owners, mostly distance driving, 236,500km. Alloy wheels, ABS, cruise control, cream leather, climate control, 4 new Michelin Energy tyres 205/60 R15 (Cost \$225 each) Rego until Sept 2011. Heated front seats, 4 airbags, electric seat adjustment with memory. 10 stack CD player. Maintenance issues; oil leak from top of engine (could be cam cover gasket, or head gasket, but I'm not sure, no oil in water, no water in oil), front skirt cracked and scratched, decal missing from boot lid. Paintwork is fading on roof and front bumper, shallow dent on front left wing, various stone chips. Passenger electric window motor may need attention in the short term, some cracks in piping on leather seats, small hole in leather on side of seat. Leather gear knob cover stitching is coming undone. Rubber door seal on rear driver side is coming loose. Plastic trim cracking, around hand grip above rear passenger door. Scratches on alloy

rims. Leather and carpets need cleaning. I think I've covered all the faults, hopefully I haven't forgotten any. Daily driver, drives well, would be great to repair, or use for parts. Please send a message if you have any queries. \$2990 or nearest offer. Greg, Lismore 0410 678 672 gregfletcher@iprimus.com.au

405

405 Mi16 – 1993, 217,000 kms, 2 l 16 valve engine – 5 speed manual – runs really well, power windows and mirrors, colour Sorrento Green, body work and interior excellent condition, though headliner starting to peel a little and rear spoiler needs a paint. New brakes and brake hoses. Cold air-conditioning. Tyres 85%. Rego 'til Sep 2011. Car is my daily drive – but I am now after a car with airbags Asking \$2,150.00. Phone Ferro on 0402212819.

403B

403B 1961, green Ampol 2006 re-run car, nothing to spend, ready to go anywhere, on historic registration - not transferrable, \$4,700 ono, Neville Summerill, Bombala, 6458 7208

CLASSIFIEDS

203

203 ute, blue, timber sides, 19,000 miles completely 203, \$15,000, on historic registration - not transferrable, Neville Summerill, Bombala, 6458 7208

203

203 sedan, 1950, blue, brown leather interior, 403 motor, unreg, \$10,000, Neville Summerill, Bombala, 6458 7208

504

504 GL, 1979, green, 4 speed, good condition, on historic registration - not transferrable, \$5,500 ono Neville Summerill, Bombala, 6458 7208

505

505 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg,

Neville Summerill, Bombala, 6458 7208

505

505 SR wagon, 1984, auto, faded red, paint, bur straight, very clean interior, \$1,200 unreg, Neville Summerill, Bombala, 6458 7208

Parts

202 Peugeot Bearings. Big End Bearings 2 sets (Conversion 0.8 mm), 202 Peugeot Bearings. Main Bearings 1 set (0.8 mm), \$500 ono for the lot. J. Molvig, Near Cessnock NSW, 02 4998 6152

CLUB EVENTS 2011

22 to 25 April

Peugeot National Pageant, Canberra. See accompanying story and Brad's column for details.

1 May

Victorian French Car Festival. See more than 200 of Victoria's best French cars. Entry \$5 per car or \$10 per collection. Spectators free. Bring a chair, sunscreen and your picnic lunch, or buy food and drinks on site. Buchanan Oval Macleay Park, Belmore Rd, Balwyn. Organiser Peugeot Car Club of Victoria, www.pccv.org, 0427 203 206.

24 May

Club Meeting. Canberra Services Club, Manuka. As usual, dinner will be from 7pm with the meeting starting at 8pm.

Calendar

Peugeot Easter National Pageant in Canberra this Easter

The Peugeot National Pageant rolls into Canberra this Easter weekend and it's time for PAC members to show the flag.

This is a "last minute" reminder to PAC members that the Pageant is an occasion that comes around only every six years or so and is not to be missed by local aficionados of the Peugeot marquee.

The Concours at Mt Majura vineyard on Saturday morning, 23 April, is an event not to be missed as there will be some very fine restored Peugeots on display amid the picturesque vines – a perfect opportunity to grab a baguette or brioche from Silo at Kingston and enjoy the scenery and the company.

Shannons has generously offered \$750 in sponsorship for the Pageant, while Peugeot Australia has offered several items of merchandise and a tote bag for all participants.

Committee member Colin Handley has negotiated use of the Greyhound Track in Narrabundah for the Pageant motorkhana to be held on Easter Saturday, which Graham Wallis (PCCV) has agreed to run.

The observation run the next day should not be missed for those who enjoy a drive with a novel twist on the local region.

The Club's sights are firmly set on making the Pageant a roaring success. There are a good number of interstate registrations, but ACT registrants so far are sparse.

The registration fee is \$60, which gives you entry to all events (Concours, motorkhana and navigation trial) plus you receive a Pageant bag of Peugeot goodies.

Points are awarded in each event, and count towards trophies for the winning clubs. Club President Brad Pillans is encouraging Canberra and region members to enter not only for their own pleasure but also for the glory of the PAC.

The program will also include a course Pageant dinner at Eaglehawk, on Easter Sunday, costing \$50, and

featuring complementary wines from Mt Majura Vineyard.

You don't have to be a registered participant in the events to attend the dinner, but there will be more to talk about at dinner if you do! Please contact Brad by phone or email asap if you wish to attend the dinner and/or participate in the Pageant activities.

The contact details for Brad are:
6231 7357, 0427 662112;
brad.pillans@anu.edu.au

**PEUGEOT PAGEANT
CANBERRA - 22-25 April 2011**

Location/ Eaglehawk Holiday Park

Accommodation Eaglehawk now fully booked

Other accommodation:

Tall Trees, Ainslie, \$155 dbl (02) 62478200

Hamiltons, Queanbeyan, \$130 dbl (02) 62971877

Heritage, Narrabundah, \$205 queen + sgl (02) 62952944

More info e-mail: Brad Pillans brad.pillans@anu.edu.au

Program

Friday 1530-1730 – Registration at the Dining Room
1830-1930 - Dinner (Bistro)

Saturday 0730-0830 – Breakfast
0930-1100 – Concourse – at Mt Majura winery
1115-1145 – Group Photo – at winery
1200-1300 - Lunch
**1330-1630 – Driving Skills – Canberra Greyhound
Track, Jerrabomberra Ave, Symonston**
1830-1930 - Dinner (Dining Room Closes 2200)

Sunday 0730-0830 – Breakfast
0930 – Day Run Briefing, Eaglehawk
1000 – Pick up Lunches
1030-1600 – Day Run to Braidwood from Eaglehawk
1900 for 1930 – Pageant Dinner @ Eaglehawk
2359 Midnight – Dining Room will close

Monday 0800-0930 – Farewell Breakfast

Meals Package 3 x Breakfasts – Sat/Sun/Mon

@ Eaglehawk 2 x Take away Lunches – Sat/Sun

(\$120) 1 x 2 Course Dinner - Sat

1 x 3 Course Fully Served Dinner – Sun

Bistro Dinner (fish & chips) available on Fri (not included in meals package)

Alcohol On Sale in the Dining Room

REGISTRATION FORM - CANBERRA 2011

Final Payment

NLT 25 March 2011

PAGEANT REGISTRATION (\$60/person)

All event participants

MEALS PACKAGE (\$120/person)

3 x bfast; 2 x lunch,

Sat dinner; Sun dinner @ Eaglehawk

SUNDAY DINNER ONLY (\$50/person incl. drinks)

Children by arrangement

Adult/s (Name/s):

..... \$
..... \$

Children (4- 16 Years) (Name/s):

..... \$
..... \$
..... \$

Child (under 4) (Name):

..... \$

Total \$.....

Motor Vehicle/s

Model.....Year.....Body Type.....Rego.....

Model.....Year.....Body Type.....Rego.....

Your contact details:

Address:.....

Phone:.....

E-mail:.....

Registration includes:

Cloth Badge, Cap, scarf etc...

Please return this form and payment to:

Easter Pageant Registration

Peugeot Association of Canberra

PO Box 711 Civic Square ACT 2608



Rob Turner's 307XSi
Photo Rob Turner

Wheels 2011



Photos Neil Sperring

Wheels 2011



Photos Neil Sperring

Wheels 2011

Pictorial



Photos Neil Sperring

Wheels 2011

Pictorial



Photos Neil Sperring

Outback 2011 - Victoria, South Australia and New South Wales

A TRIP TO THE OUTBACK WITHOUT
GOING TOO FAR FROM HOME 14 July 2010

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF FRIDAY MARCH 25th

Day 1	Saturday March 26th	250 kms	**	Nhill – Yanac – Murrayville – Manya – Berrook – Shearers Quarters near Sunset Crater	Bush camp
Day 2	Sunday March 27th.	160kms	**	Shearers Quarters – Settlement Rd. – Meridian Rd. – Wentworth	Caravan Park
Day 3	Monday March 28th	200 kms	**	Wentworth – Nelwood – Hyperna – Canopus – Morgan Vale (ruin)	Bush Camp
Day 4	Tuesday March 29th	190 kms	**	Morgan Vale – Pine Valley – Canegrass – Balah – Redcliffe – Chalk Cliffs – Burra	Caravan Park
Day 5	Wednesday March 30th			Burra – Rest Day	Caravan Park
Day 6	Thursday March 31st	200 kms	**	Burra – Chalk Cliffs – Fords Lagoon – Sturt Vale – Quondong Vale – Oakvale	Bush Camp
Day 7	Friday April 1st	230 kms	**	Oakvale – Loch Lilly – Coombah – Popio – Cuthero – Whurlie – Greenvale – Pooncarie	Caravan Park
Day 8	Saturday April 2nd	190 kms	**	Pooncarie – Wyoming – Karpa Kora – Wilkurra – Spring Hills – Garnpang	Bush Camp
Day 9	Sunday April 3rd	240 kms	**	Garnpang – Gol Gol – Boree Plains – Turlee – Prungle – Robinvale	Caravan Park.

** approximate kms

Hank Verwoert Ph (03) 9783 2718 Email verwoert@netspace.net.au

French Car Drives

Provisional calendar for 2011

- June 26** Barney's of Bookham café.
- August 28** Lerida Estate Winery/ Cafe
- October 23** Harden/ Murrumburrah, lunch at Light Horse and Military Museum
- December 4** Lakeside BBQ

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>

Peugeot reveals SxC China concept

Peugeot has released official images of its stunning SxC crossover concept ahead of its world premiere at the Shanghai Motor Show.

The SxC is an entirely Chinese project – it was conceived and designed by the Peugeot Style Studios of the China Tech Centre in Shanghai.

The SxC demonstrates how the new Peugeot styling direction could be transferred to this type of vehicle. Key design cues include the 'floating' front grille, 'feline' headlamps, and 'boomerang' treatment at the rear.

Other highlight features include rear view cameras hidden in the mirrors,

brushed aluminium detailing, two-part panoramic roof and enormous 22-inch alloy wheels.

In addition, the rear doors open backwards – enabling easier access to what's described as a 'particularly vast passenger compartment'.

The SxC is also another outing for Peugeot's new HYbrid4 drivetrain – which combines a conventional internal combustion engine up front with an electric motor acting on the rear axle.

This gives the SxC four-wheel drive capability and electric only drive capability. Meanwhile, matching a 218hp version of the familiar 1.6 THP turbo petrol (as seen in Peugeots, Citroens and Minis) with a 95hp electric motor gives a total output of 313hp.

At the same time, the SxC has a theoretical combined fuel consumption figure

of 48.7mpg, and CO2 emissions of 143g/km. Putting that into perspective, the 200hp diesel-electric 3008 HYbrid4 that actually goes on sale in the UK later this year emits 99g/km CO2.

Alongside the concept, Auto Shanghai 2011 represents the Chinese public debut of the Peugeot 508; developed especially for China, the 508 is also built there. Peugeot says it plans to launch one new vehicle in China each year from this point on, underlining the country's importance in the global marketplace.





PSA Europe production back to normal after earthquake

Peugeot Citroen European production returned to normal on 31 March following supply chain disruption in Japan.

The French manufacturer has 12 sites around Europe but work was hampered by difficulties in obtaining a small air flow component from Hitachi.

"It [production] is back to normal from today," a PSA spokeswoman told just-auto from Paris. "We have worked quite hard to restore production quickly.

"There is a Hitachi component which is used to make some of [the] air flow centre. This little component, which is just a few centimetres big, could not be sent from Japan because of the earthquake."

The Hitachi plant is situated in the earthquake zone between Tokyo and Sendai.

The PSA spokeswoman said no figure was yet available of how much production was lost, but that the manufacturer had tried to minimise the impact "as best as we could," with some plants working at 40% and others at 75% for example.

"We did give priority to the most recent models and to the most successful ones," she added.

PSA Peugeot-Citroen said it managed the employment challenges posed by the stoppage by utilising its policy of allowing workers to stay home for four days, with the time made up by subsequent flexible working such as Saturdays for example.

Courtesy Just-auto



Some Pugs we missed out on

David Bean

In recent times we have received a pretty good selection of Peugeot models in Oz. In the early post-war years, when local assembly was virtually mandatory for marketing cars here, we were restricted to the more basic models of any range. The pickings were meagre indeed. I thought it might be of interest to look at some of the Peugeot variants we missed out on. Of course, some of these cars did make it out here as private imports but it is clear that currency regulations, restrictive trade practices, Australian Design Rules etc, deprived us of some rather desirable models. So. Here goes.

204 (1965)

Only about half a dozen of this front-wheel drive model came here as private imports. Club member Don Pearson has two — a four-door sedan he runs in club events and a wagon, which is plundered as a source of parts. I drove the sedan after testing Ean McMaster's 404 and was astonished at

how the Pug engineers had managed to make the front wheel drive 204 feel incredibly like a 404 to drive. Although smaller overall than the 404, the 203 is only 50mm less in wheelbase. Interior space and legroom are very little less — thanks to the space saving transverse engine and transmission of the 204. Ride and handling are uncannily alike in the two cars. Clearly, in designing their first front wheel drive production model, Peugeot were anxious not to alienate their existing buyers. They succeeded amazingly well. The 204 virtually matches the 404 for interior space and is only marginally behind in top speed. With front wheel drive, transverse engine and transmission, die-cast aluminium engine, independent all round suspension it was a big step forward, — just what was needed to reassure those taking their first step into front wheel driving. With the 204, Peugeot was clearly



heading in a new design direction — as was most of the world's motor industry at that time. Don's car came here as a private import with an immigrant from South Africa. Here's how the 204 and 404 measured up to each other:

Model	204	404
Engine	1300cc	1618cc
Power	58.5 bhp	76.6 bhp
Transmission	4sp man floor shift	4sp man column shift
Overall Length	156.3 in	174 in
Wheelbase	102 in	104.3 in
Kerb Weight	1870 lb	2470 lb
Top speed	85.7 mp/h	90 mp/h
0-60 mph	20.0s	18.1s

304 (1971)

Peugeot clearly read the Australian market as being wedded to rear wheel drive. The 304 was an evolutionary development of the 204 with the same body hull and a restyled front and extended rear offering a larger boot. The overall effect was a better-integrated design. The transverse alloy engine had a capacity of 1288 cc, which gave a modest increase in performance. Interior trim was upgraded for a more upmarket feel. Road and Track really panned the brakes. They must have differed from those in Don Beddow's 304 cabriolet I drove at Philip Island, because they were fine

in that car. The 304 was offered in other markets as a four-door sedan and a station wagon.



was unregistered. The sedan rode and handled well on the gorgeous winding roads around the Dandenongs but I could not help feeling how much more stimulating a drive it would have offered with the 1.9 to exploit the excellent ride, handling and balance. I suspect the car may well have come from South Africa where Pugs were assembled for the local market. Why did we get Pugs from South Africa? That country had very strict currency restrictions and tight limits on emigrants' funds when they departed. They could bring out cars, furniture etc. but not much money so quite a few cars (especially Mercedes and BMWs) came here this

way. The 305 struck me as a car that would have been well suited to Australia. I guess the problem was bringing it in at an acceptable price for our market.

505 Turbos

These are models that really get me stirred up. Having driven most of the 505 variants we received in Oz (excluding the V6) I have always felt the 505s were great cars in search of an engine. Clearly the Americans thought so too because they received two turbo variants we never saw here. I suspect that lack of suitable fuel was a factor. The basic engine was the 2.2 litre OHC Douvrin unit. Turbo charging produced massive gains in performance. How does 46% more power and 41% more torque sound? Initially a large turbo was fitted. It dropped 0-60 mph times from 14.3 to 10.1 secs. The problem was that, when you pressed the accelerator, it suffered a massive flat spot before the turbo could spool up if you accelerated suddenly. By going to a smaller Garrett unit, which spun up more readily, acceleration was much more responsive and the 505 became a real flyer. Compare these figures in the table on the right. They mean that the turbos outperformed the 2.8 V6 versions of the 505. The V6 505 was sold in the US but only as an automatic. What a waste! Why did these cars never come here? I guess that the small projected sales volumes

305

Until I drove Peter Cusworth's (editor of the Victorian club's Torque magazine) 305 Sedan in the Dandenongs I had never even seen one. Again, I believe only four or five came here as private imports. The 305 series comprised a whole range of variants including sedans and wagons with 1.3, 1.5 and 1.9 litre engines and four-speed manual or automatic transmissions. Peter had two 1.5s — a sedan and a wagon, I drove the sedan as the wagon





would have been more trouble than they were worth and it was felt wiser to concentrate on a less complex model range. Maybe the locals got it right. After all, Peugeot are no longer in business in the US and they're still going strong here. Does anyone know of any privately imported turbos in Australia?

Model	505 STI	505 Turbo (Large)	505 Turbo (Garrett)
Max power	97 bhp	142 bhp	150 bhp
Max torque	167 lb/ft	181 lb/ft	116 lb/ft
0-60 mph	14.3s	10.1s	8.9s

Through the Pugilist