

ROAR

Magazine of the Peugeot Association of Canberra



August 2011

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ON THE COVER

The Presidential limousine. Brad's new 508.

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,

As foreshadowed in last month's column, I have bought a 508 Allure sedan. Just as well I wanted a black one – that was the colour of the only sedan that Melrose Peugeot are likely to have for sale until around Christmas time, such is the supply problem after the Japanese earthquake earlier this year.

As I understand it, all Peugeot dealers in Australia have very limited stocks of the 508 for the foreseeable future, with most cars either pre-sold or being held as demonstrator vehicles. So, my car

could well be the only 508 sedan in Canberra for some months!

The 508 is well appointed with "extras" and I saw no real need to have even more goodies like satellite navigation, heads up display or bi-xenon headlights. So, my particular car is standard issue, except for 18" alloys instead of 17" alloys. Even then I didn't specifically choose the wheels – that's what was on the car when it arrived.

As of the time of writing, I am still a few days away from taking delivery of the car, with a bunch of paperwork yet to be finalised – more news next month. However, I can reveal that I have secured the NSW number plate "LE 508" for the new presidential limo.

Meanwhile, I have sold my 407 to a neighbour, who owned and loved a 306 until it was written off in an accident a few years back. Having advertised the car in Roar and also in the Canberra Times, without attracting any real interest, it was a chance conversation with my neighbour that finally clinched a sale.

Sadly, I attracted the wrong kind of interest when I parked the car, with "For Sale" signs, near the local shops and copped a parking fine, as did another nearby car. The place where I parked is a well-known spot on a large roundabout, and by "large" I mean really large – about 100m in diameter, with an expansive area of grass and large trees. Cars for sale are parked there almost every weekend, so there is a common perception that it's OK to park there.

Furthermore, there are no "No Parking" signs and I wasn't parked on a footpath or obstructing traffic. I have taken the issue up with the local Resident's Association

and also plan to write a letter to the mayor – this is, in my opinion, a pedantic and blatant act of revenue-raising that does little to foster good local community relations. If the local council doesn't want cars parked on the roundabout, they should come clean and erect "No Parking" signs.

Meanwhile I have the option of either paying the fine (\$88) or contesting the fine in court. Will let you know what I decide.....

As the days lengthen and winter draws to an end, it's not as daunting to venture out at night. So, I encourage members to come out of winter hibernation and join us at our next monthly meeting – 8 pm Tuesday 23rd August at the Irish Club in Weston, with dinner, as usual, from 7 pm.

Keep on Pugging,

Brad Pillans



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CLASSIFIEDS

FOR SALE

407 SV HDI Twin Turbo Diesel Auto Sedan

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 ST 2 litre

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

505STi sedan

505STi, 1984, sedan silver, manual, 342,000km, serviced exclusively by Bill McNamee, updated a/c, near new tyres on 15 inch mags, runs beautifully, 3 month ACT rego, \$1000, call George 0416 249 826 or contact via email: george.abraham@anu.edu.au

CLASSIFIEDS

FOR SALE

403B 1961

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

203 ute

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

203 sedan

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

504 GL

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

505 GTi Executive

505 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg, Neville Summerill, Bombala, 6458 7208

505 SR Wagon

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

Calendar

23 August

Club Meeting. **Canberra Irish Club**, 6 Parkinson Street, Weston.
As usual, dinner will be from 7pm with the meeting starting at 8pm.

24-25 September

Oh 3 weekend, Southern Highlands.

27 September

Club Meeting. **Canberra Irish Club**, 6 Parkinson Street, Weston.
As usual, dinner will be from 7pm with the meeting starting at 8pm.

25 October

Annual General Meeting. **Canberra Irish Club**, 6 Parkinson Street, Weston. As usual, dinner will be from 7pm with the meeting starting at 8pm.

29 October

Marulan Track Day, MDTC

Canberra Irish Club

Membership is \$7 per year or \$15 for 3 years. Membership Application Form can be downloaded from Website (see below). They are able to print M'ship cards on the spot.

One quotes one's M'ship No when ordering drinkies and you get a discount – don't know what it is but it's a discount off the normal prices.

Link: <http://www.irishclub.com.au/Member-Info.aspx>

Address is: 6 Parkinson Street, Weston ACT 2611. Only a short distance from Cooleman Court Shopping Centre.



Oh3 Weekend 2011 September 23rd-25th



203 & 403 Enthusiasts

You are invited to take part in this weekend based in Bundanoon. Enjoy a Southern Highlands Spectacle through beautiful back roads you and your vehicle will love.

\$360 for 2 people including 2 nights (Friday and Saturday) accommodation at Bundanoon Hotel, with 2 hot breakfasts and 2 three course dinners. All 21 rooms booked. Shared bathroom less expensive. No booking fee.

*Contact Sue or Debbie and mention Peugeot Car Club NSW
Phone. 4883 6005 Email. info@bundanoonhotel.com.au*

*Enquiries Jim Kearns
Phone. 9874 2100 (Mon-Sun) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au*

A rat in the ranks

Torque printer, Jeff Gill, thought it was about time he contributed something to Torque instead of just printing it. Here he shares an unusual cause and effect mechanical diagnosis.

About two months ago whilst driving home on a rainy night (as if in Warburton) the headlights on my Mi16 appeared to be duller than usual – I put this down to never replacing the lens. About 4 k's closer to home the alternator / battery warning light comes on – problem solved, the alterna-

tor probably needs looking at – it has nearly 200,000ks on it since the last rebuild.

As I was pondering how far I could run on the battery alone, the smell of coolant started to waft into the cabin. What's going on? Keep pressing on with ever decreasing candlepower (very appropriate word in this case) and the engine temp isn't moving. In true Peugeot tradition I get home safely. A quick look under the bonnet doesn't shed much light on what's happening. It's 11.00pm and it's freezing (as if at my place), so it can all keep for another day.

On closer inspection in daytime, it looks like something has caused the alternator belt to come off and just hang on the crankshaft pulley. Very strange as it hasn't been on there that long. I must add that all the time I was doing this I couldn't work out what all the fur-like substance around that end of the engine was.



Now for the coolant smell, coolant dripping everywhere and not much left in radiator. Finally found where it was coming from (would take no longer than 2 minutes to find on the 504, not front wheel drive Peugeots though). The belt idler pulley, which was just hanging on by a thread, had rubbed on the lower radiator hose. Problem all diagnosed and can now start to put it right. The odd bit of blood and fur still had me beat.

After removing the driver's-side wheel and inner panel to get to the lower hose (more accessible when the car is half apart!). As I start to work from the top of the

car I found an object wedged in between the radiator side tank and the front support panel. When I say wedged, I mean it. After a bit of wriggling, out comes a very squashed (about 20 mm) long, long RAT, all in one piece but elongated. It appears to have taken up residence under the bonnet (not that unusual) and must have missed his wake up call and came for a ride with me.

After about 30 minutes it has decided to go thrill seeking (must be a teenage male rat) and went for a ride on the wide alternator belt around and around until it all ended in tears, knocking the belt and pulley off in the process. I had noticed rat droppings in crevices in the engine bay weeks ago but inexplicably hadn't acted on it. I got off lightly, god knows what a large rat could do to the miles and miles of wiring in a Series 1 Mi16.

The enclosed pictures are hard to make out as the rat's dark coolant-soaked fur really blends in.

Jeff Gill, Torque
08/2011



Rolls' first car was a Pug

Jon Marsh

Charles Stewart Rolls (1877-1910) is a legendary name in the motoring world as one half of the Rolls Royce partnership. I was recently browsing through a book on the history of Rolls Royce and discovered that Rolls' first car was in fact a Peugeot!

The book is "Rolls Royce and Bentley" (M.I. Bennett 1996 Haynes Publishing) and I am quoting directly from the first chapter: "Charles Stewart Rolls was born in 1877, the third son of Lord and Lady Llangattock of The Hendre, an extensive estate in Monmouthshire.

The young Rolls was sent to Eton where he shunned the usual sports in favour of dabbling in science, though he demonstrated outstanding skill as a cyclist. He installed electricity at The Hendre at a time when such modern convenience was by no means the norm.

On a visit to France with his father in 1894 it came forcefully to his attention that the motor car was developing in that country at a speed that was rendered impossible in England

by the "Red Flag Act" and other absurdities imposed by a Parliament dominated by a horse-loving gentry.

While in France the 17-year-old Rolls acquired a small French motor car – a 3 3/4 hp Peugeot Phaeton.

A few months after bringing the car to England he used it to drive from the family town house in London to University at Cambridge, where he was studying engineering. One can only imagine what a gruelling journey this must have been on the appalling roads of the time, at an average speed of 4.5 miles per hour.



However, even that derisory speed represented a road speed record for the distance, and given the then speed limit of 4 miles per hour meant that he had broken the law throughout much of the journey! As an indication of how ambitious such a journey by road was regarded in those days, it is worth mentioning that Rolls saw fit to give prior notification to the Chief Constables of Hertfordshire and Cambridgeshire of his planned route.

The car was a typical horseless carriage of the period, with tiller steering, a German (Daimler) 3.25 hp engine under the seats, chain drive and wire wheels more akin to those of a bicycle than a motor car.

At Christmas, Rolls drove the car home to Monmouthshire, a distance of 140 miles, which took two days – a journey that he could have completed in a few hours by train. It was the first time a motor car of any kind had been seen in or around Monmouth".

From The Pugilist

The 404 and 504 BA7 gearbox

Bill McNamee

The BA7 gearbox fitted to 404s from 1968 and 504s throughout their production can be expected to work for well over 300,000 km.

At this distance you can still expect the gearbox to work well; but there may be some whining noises while using first, second, third and reverse and noise from the bearing between the input and main shafts – this noise can be heard by engaging (noise present) and disengaging (noise absent) the clutch in neutral.

There are two problems that will shorten the life of a BA7: It is common for the gear linkages going into the extension housing to leak oil. It is essential to check the gearbox oil level during regular servicing because running out of oil will considerably shorten the life of a gearbox. There are semi-circular spring steel clips in the synchromesh cone assemblies, which can break in two.

Usually the fragments fall harmlessly into the bottom of the gearbox and emerge at the next oil change, attached to the magnetic drain plug.

Occasionally, the fragments will fall

into a cog and this causes a catastrophic failure. It is rare for the synchromesh clips to fail and I am not sure why it will happen to some gearboxes and not others.

If the synchromesh clip is missing then you will find that the synchromesh will be weak on two gears, either first and second or third and fourth.

505s The five sped gearboxes fitted to 505s have never come up to the expectations of durability and smooth operation built up by the BA7 gearbox.

Early 2.0-litre 505s were fitted with the BA10/5 gearbox, which was originally developed for the 604.

When this gearbox gets a little old it is common for the synchromesh to be weak and

for there to be stiffness when shifting into gear.

In common with the BA7 they are subject to oil leaks and synchromesh clip failure. Later 505GRs and all 505 SRs, STis and GTis use the BA7/5 gearbox.

This gearbox seems to overcome the weak synchromesh and stiff shifting problems of the BA10/5 but have introduced a new and terrifying problem; somewhere in between 200,000 and 300,000km it is common for the fifth/ reverse sub-shaft bearing to fail.

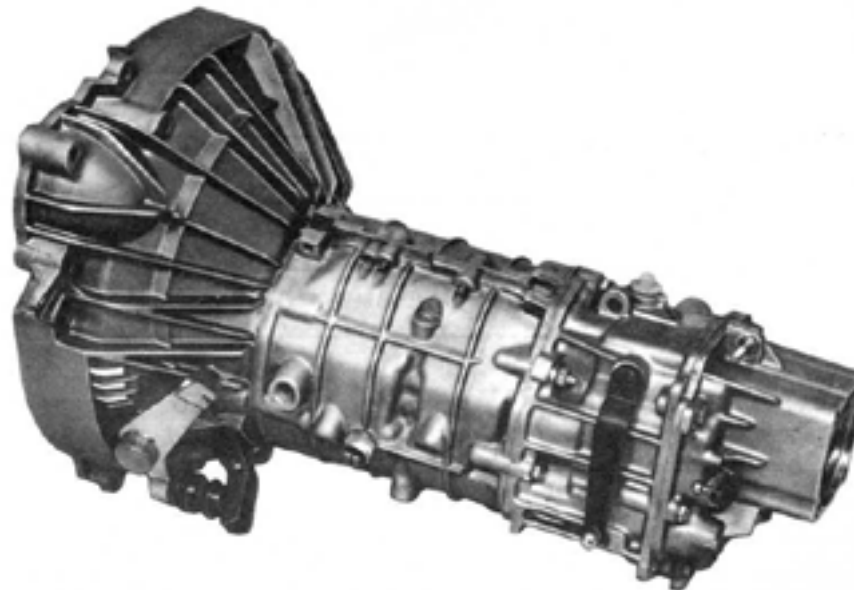
This shows itself by a noticeable increase in noise while using fifth gear. The fifth/ reverse sub-shaft is driven by a splined extension of the intermediate shaft (also known as the cluster gear or lay shaft).

If this noise is ignored then the splined extension will break off – thus destroying the intermediate shaft.

A supplier in Sydney who specialises in scavenging parts out of failed gearboxes said this is the most common failure in BA7/5s. He quoted \$900 for a new intermediate shaft and \$300 for a good used one, if one could be found.

If you detect an increase in the noise from fifth gear then immediately desist from using fifth.

If the gearbox is in otherwise good order then I recom-



mend simply replacing the failed bearing. This can be accomplished with the gearbox in the car and can be done for less than \$300.

This is more palatable than spending \$1,500 replacing all bearings in the gearbox, whether they need it or not.

The information presented here is based on my experience and conversations with repairers and parts suppliers interstate. I spoke with a local Peugeot repairer on occasions and, surprisingly, he was not able to contribute any knowledge on common problems and solutions. In this context, I recommend that you get a lot of advice before being tempted to pay for any major gearbox work.



French Car Drives 2011

Sunday August 28

Lerida Estate Winery/Café at Lake George. Meet there at 2pm for afternoon tea, or winetasting if you prefer. Please RSVP by August 24 so I can book a table. <http://www.leridaestate.com.au/>

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>

Events

Peugeot models awarded for green and stylish credentials

Peugeot has been presented with awards at the Next Green Car 2011 Awards and the British Auto Express Best New car Awards.

A shortlist of the UK's greenest new cars of 2011/12 were selected for their environmental Green Car Rating, level of innovation, value, drive experience and design. Managing Editor of Next Green Car, Dr Ben Lane, said: "The 2011 winners reflect the latest technologies being used by manufacturers to improve fuel economy and reduce emissions."

Peugeot iOn: City Car 2011 Winner
CO2 Emissions: 0g/km - Green Car Rating: 21

"The iOn signals the arrival of the pure electric city car. Practical, affordable, fun-to-drive, spacious enough for four, and a cinch to park."

Peugeot 508 Saloon 1.6 HDi: Large Family Car 2011 Winner
CO2 Emissions: 109g/km - Green Car rating: 32
"A great looking car, the new semi-automatic 508 is spacious and well equipped. Build

quality and handling are excellent, with the best fuel economy in its class."

Dr Ben Lane, Managing Editor of Next Green Car: "To complement our Green Car Rating and Approved lists, the annual Next Green Car Awards gives our visitors an additional independent view to help them select their next green car."

Peugeot RCZ: Best Sports Coupe 2011
At the Auto Express Best New Car Awards, the Peugeot RCZ Sports Coupe has been named

Best Sports Coupe for the second consecutive year.

Auto Express said: "The flagship GT THP 200 is the stand-out choice in the RCZ range. It sprints from 0-60mph in 7.3 seconds and has agile handling to match. The short-throw gearbox, grippy chassis and responsive steering give it the edge over rivals. And it all comes wrapped in the most eye-catching bodywork around."



Peugeot's replacement for Euro-only 107 on the cards

26 July 2011

By BYRON MATHIOUDAKIS

Peugeot Australia is investigating the viability of a sub-B-segment hatch to slot in beneath the forthcoming 208 after that car arrives in the second half of next year.

Dubbed the 108 and due in Europe from 2013 at the earliest, it would be a replacement for the highly successful 107 series that dates back to 2005.

Like that car, the 108 will be produced at a dedicated site at Kolin in the Czech Republic with sister brand Citroën and partner Toyota, which offer versions of the 107 as the C1 and Aygo respectively.

If given the green light for Australia, the baby Peugeot will compete against the likes of the expected Volkswagen Up, as well as the established Suzuki Alto and Holden Barina Spark.

The segment is also set to see the Kia Picanto in the not-too-distant future, while Škoda's version of the Up is also under consideration for Australia.

A decision is anticipated shortly, as Peugeot Automobiles Australia will have to decide if it will homologate the 108 for this

country.

Three years ago, the existing 107 was under consideration for Down Under, but the cost and resources of meeting the various Australian Design Rule processes back then, combined with specification issues (including no automatic transmission availability) and limited supply due to consistently high demand in Europe, forced PAA to put its baby car plans aside.

Toyota did the majority of the Aygo/107/C1 development after it and PSA Peugeot Citroën announced the B-Zero program at the 2002 Geneva motor show.

Sitting on a 2340mm wheelbase and with a length of 3430mm, the 107 is considerably smaller than its 207 sibling and is powered by a choice of a Toyota-derived 1.0-litre three-cylinder petrol engine or PSA 1.4-litre turbo-diesel, driving the front wheels via a five-speed manual or automated manual gearbox.

But the 108 will probably grow a little and gain a range of new-generation convenience and safety items to stay competitive in the hotly contested sub-B class in Europe.

"It's on the wish list," confirmed PAA



general manager Ken Thomas. “(The existing 107) wasn’t homologated for Australia from the very beginning – not that it couldn’t be, but it costs money. Plus we couldn’t get an allocation of stock. The timing was not right.

“The suggestion is that there is a 108. It has been pushed back but I don’t know why. It was due to be launched this year and now there may even be a 107 upgrade soon, meaning that the 108 won’t be introduced until 2013, so there is a little ways to go before we see that car yet.”

Mr Thomas admitted that positioning a premium European sub-B light car might be an issue since Australian consumers expect high standards of safety, equipment and performance.

“Relative to pricing, we have to be mindful on how a 108 fits in the line-up,” he said.

“I am delighted to keep the car on our radar, but I just don’t know if or when it will happen.”

From GoAuto.com.au

World’s second oldest car-maker embraces

19 July 2011

By BYRON MATHIOUDAKIS

Peugeot says its Hybrid4 diesel-electric 3008 and 508 crossover models due next year are essential in moving the brand forward in Australia.

Speaking to GoAuto at the launch of the new 508 sedan and wagon range in Melbourne last week, Peugeot Automobiles Australia director Ken Thomas said he did not want the French company left behind while other brands like Toyota, Nissan, and Renault move forward with the gradual electrification of their vehicles.

Mr Thomas said that while Peugeot’s upcoming hybrid models might bring incremental sales volume, their primary role in Australia will be to demonstrate the historic European brand is ready to meet changing consumer demand.

“It’s certainly not going to be for volume’s sake that we bring in Hybrid4 to Australia,” he said.

“The purpose of it for Australia is to communicate what our brand is all about. Yes it is also about servicing a growing need, but everything will not be the same forever. “You always have to be ready for change, because who knows what tomorrow will bring?”

“From my point of view, if I make the



wrong decision about not going forward with a hybrid strategy and I miss that opportunity for the Australian Design Rules and all the engineering tests that you have to go through, then I could end up being hugely regretful of that.”

The local Peugeot chief said his brand’s ground-breaking diesel-electric crossovers were not just a good fit for Australia, but could suit business customers with their lower cost of ownership.

“We are doing Hybrid4 strategically as the next step in communicating what we stand for, and that includes lowering emissions. I think it is helpful in explaining who we are in terms of an organisation and I think it is a good opportunity for Peugeot to talk to business about product that might actually work for them as well.

“Yes it is unknown territory for us, but if it all works out as far as getting all the go-ahead ticks in terms of engineering going, then I’ll be very happy to go ahead with the Hybrid4 in this country.

“It is like any leap of faith. Sometimes you have to listen to your intuition to see this sort of thing working and secondly we’ve come to learn the hybrid’s

advantages so we can see its applicability to this market.”

Mr Thomas added that the superior efficiency, driveability and usability of the Hybrid4 models – especially the 508 Touring-based RXH Hybrid that will debut at September’s Frankfurt motor show – will be unique selling features, since Japanese hybrids hitherto available in Australia have packaging and dynamic limita-

tions.

“Consumers are saying they are looking for hybrid solutions,” he said. “But they also have some practical needs as well, for they have to be able to fit in their kids and their business requirements or whatever.

“So there’s always a balance of new technology and the application of how it will be used, and there are a number of concepts out there that lack that sort of practicality. I believe there will be a consumer backlash against impractical hybrids – not just concerning how much they will cost, but also if they’re actually usable.

“Plus, the marriage between Peugeot’s electric motor and diesel engine is a happier one for feel, power and smoothness... it’s a natural synergy that can exist between two powerplants.”

When it comes to how much either Hybrid4 model will cost, Mr Thomas refused to speculate on what kind of price premium customers should expect over their conventional counterparts once the 3008 and 508 Hybrid4s land here in the second and third quarter of 2012 respectively.

“I won’t even begin to try and speculate,” he said. “It’s far too early. “But I think hybrids in general are going to become a lot like mobile phones – that is, more affordable - so when at one time it used to be pro-



hibitively expensive to buy a hybrid over a standard combustion engine, it will only be a matter of time before all those expensive elements will disappear – especially when it comes to the storage of power... look at how mobile phone batteries have reduced in size and price.

“I think this is the evolution we all need to embrace. It is an important step forward for bridging the gap between the traditional internal combustion engine and the fuel cell vehicles of the future.”

Finally, Mr Thomas denied that head office in France has forced the Australian arm's hand in taking on the Hybrid4 models.

“No, not at all,” he said. “Nothing is. We very much make our own course. “Of course we have to put up a business case and even today a business case for hybrid is yet to be finally signed off.

“Any sort of vehicle like that requires an enormous amount of ADR and related engineering work... they have to be satisfied that the vehicle will suit the market, cope with certain environmental issues – because one of the big concerns with any hybrid car is heat since too much ambient heat can affect its performance – and all that sort of stuff needs to be checked before we say it is suitable for Australia.

“But there's no lack of will on our part.”

GoAuto.com.au



MARULAN TRACK DAY

Yes, it's that time of the year again, our Third annual training and track day at the Marulan Driver Training Centre on Saturday 29 October 2011.

The third annual training and track day at the Marulan Driver Training Centre will be on Saturday 29 October 2011. Cost will be \$110 per driver. The event will start at 8:15 am to check or finish documentation, complete registration and hire \$20 helmets if required.

But if you do not intend to drive on the track, come anyway and make a social day of it. Come and watch the action, bring a picnic lunch or dine at the cafe. Bring the family with you for a spectacular day out.

At registration, drivers can nominate or be guided to the grouping that best suits their experience and comfort level. We try to arrange an average of six or seven cars per group and will make changes if drivers find they are in the wrong group.

The usual groups are:-

- | | | |
|----|----------------|---|
| 1. | Beginner | – no experience on track |
| 2. | Junior | – under 17 but without a full road license |
| 3. | Intermediate 1 | – little experience on track |
| 4. | Intermediate 2 | – some track experience and training |
| 5. | Female | – restricted to women if sufficient entries |
| 6. | Advanced | – club competition level and above |

At 8:45 am a short briefing is given about track conditions, driving standards and any questions can be asked.

Next, there will be a familiarisation walk around the 1.1km track to point out recommended driving lines and gear selections for the corners. Starting with group 1 straight after the track walk, groups begin their runs which last about 12 minutes (10 laps) and keep cycling continuously through each successive group during the day. The day finishes at about 4pm.

The same car can be driven by another driver when entered in a different group. The cost is \$110 per driver. For a \$50 charge, MDTC will register non-drivers to passenger with instructors or experienced track drivers.

There will be two MDTC track driving instructors to give in car training. The three participating clubs will each have at least one experienced track driver available for guidance where requested.

MARULAN TRACK DAY

MDTC is user friendly having a trackside café with indoor and outdoor areas, good toilet facilities and accessible, up close spectating positions. We aim to limit track capacity for the day to 42 drivers.

Initial allocations are Peugeot club 16, HSRCA 16 and Renault club 10. To ensure a reservation, send your \$30 deposit per driver together with your contact details to Helen Loran at Peugeot Car Club of NSW, PO Box 404, Gladesville, NSW, 1675. The entry deposits are needed so that the Peugeot club can pay for the MDTC track reservation charge.

Clothing required is neck to wrist to ankle and enclosed shoes, but if you have track gear, wear it.

Any of the club allocations not filled by 1 August will be offered on a 'first in best dressed' basis. Final payments for reserved club allocations of \$80 will be due by 1 October 2011.

All club members, and by association their extended families, are invited. Women and particularly young people with at least provisional road licences are encouraged and welcome to attend.

Although MDTC excludes open wheeler racers, all other cars are suitable, provided they meet your club representative's safety check on the day and do not exceed 85dBA noise level which is measured and monitored at the track.

MDTC is owned and run by Garry and Natalie Wilmington and is about 175 km from Sydney and 120 km from Canberra. For an 8:15 am start on the Saturday, it is convenient to stay near the track.

Accommodation is available on the Friday and/or Saturday night ten minutes away from MDTC at the new Ali's Motel just off the highway at Marulan. The motel is six months old, has 21 rooms (with a range of room types) and a licensed restaurant tavern. The website is www.alismotel.com.au

Mick, the owner, is prepared to make a package deal if our track day group takes five or more rooms and a better package for more than ten rooms. Open parking for about seven cars with attached trailers can be arranged. The package rates are being negotiated. The nearest option for Sydney-siders, the Bundanoon Hotel, is booked out that weekend. The alternative, Goulburn, is 25km south of Marulan.

If you want further details about the track day or accommodation, contact Peter Lubrano, mob 0405 991 336, fax 9974 2123 or your club liaison representative:

MARULAN TRACK DAY

Peugeot Helen Louran 9718 0321 (or) 0413594792 helenandneale1@optusnet.com.au

HSRCA Ed Holly 9522 6845 edholly@optusnet.com.au

Renault Andrew Collier 0414 287 779 andrew.collier@panavision.asia

MDTC will accept Wakefield or CAMS licences at level 2S (cost is \$103) or above or will issue MDTC licences on the day at a cost of \$30 for 12 months that are valid for use only at Wakefield Park.

As previously mentioned we want to make it a Family Day so parent supervised juniors from 15yrs are welcome & pay \$20.00 for a day license, as well as the \$110.00.

As previously mentioned, \$30.00 deposits are being taken, & there are four methods of payment.

(1) Cash @ General Meetings, I will bring my “Pink” Receipt Book with me to the meetings,

(2) Cheque made out to & send to
Peugeot Car Club of N.S.W.
PO Box 404
Gladesville
N.S.W. 1675

N.B. Most Important : Please put your name on the back of the cheque
& stating “ Marulan Track Day Deposit etc.: “

(3) Pay thru yourBank,
OR

(4) Internet Transfer

Now for (3) & (4) Methods of payment, the clubs bank account details are :

MARULAN TRACK DAY

Name : Peugeot Car Club of N.S.W.

Bank : NAB (Manly Branch)

BSB : 082 352

A/C # : 035838284

For both of these payment methods, please leave a reference, with your name, & again stating "Marulan Track Day " Deposit . If you don't leave your name, neither I or the Club will have the foggiest idea it was you who paid !!!

Also, may I please ask that all of you send an Email saying that you just paid deposit etc. via whatever means, &, it's a FUN idea to state the car that you'll be driving, as I send / email the list, to all of you, once it's all finalised, so that you all can see what other (vroom vrooms) are going .

As I did this for you all last year, listed in their... " Club Groups!!! " (Remember???)

So email to : sporting@peugeotclub.asn.au

Just a reminder about Recquirements...

Helmet : That complies with the Australian Standard, if you don't have one no drama, can be hired for the day @ \$20.00 plus a \$50.00 Depost which Boomerangs back to you, upon return of helmet.

Attire : Non flammable clothes, & closed shoes (e.g) Cotton long sleeved tops, & jeans, (Racesuits) "Purrrrfect" & lace up shoes, (Joggers) are fine, but need to be flat soled for driving comfort & safety!!!

Petrol : Make sure you have some, (it helps) as there's NO Petrol Station there !!!.
Oooh & check your... Tyre Pressure !!!