

ROAR

Magazine of the Peugeot Association of Canberra

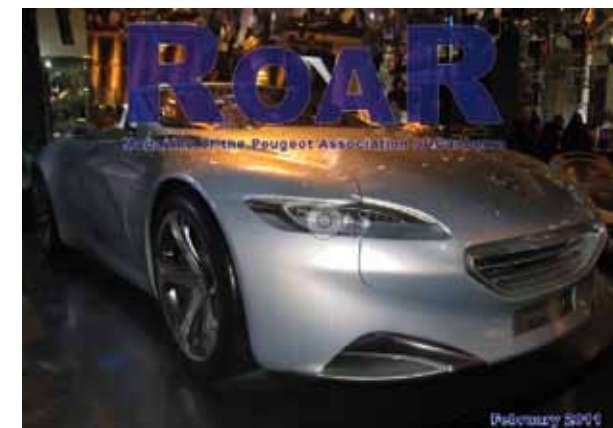


February 2011

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ON THE COVER

The Peugeot SR1 concept car at Peugeot Avenue, on the Avenues des Champs-Élysées, Paris.

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,

Welcome back after the summer break and I trust that you all enjoyed Christmas and New Year festivities of one kind or another. I also hope that your cars performed to expectation, with no major breakdowns.

Apart from our traditional drive to Sydney to see the New Year's Eve fireworks, Sue and I stayed close to home, so none of our cars got much of a workout. Who wants to fight the holiday crowds on the roads and beaches anyway?

However, January and February saw me travel far and wide, for work, including Japan, New Zealand and Zanzibar (part of Tanzania). While I cannot say that I really enjoy long distance air travel, I eased the pain by upgrading to business class on some sectors and was able to travel in a

manner to which I would like to become accustomed (but rarely do).

While Pugs are common enough in New Zealand, I saw very few in Japan. However, in the suburbs of Tokyo I was rewarded and surprised by a left hand drive 407 coupe in a carpark (see picture) not far from where I was staying.



The cost of petrol is a little higher in Japan than in Australia (140 Yen/ litre or about \$1.70/litre). In Zanzibar there were a few 406 taxis, but little else that I saw, though I did spot a bright red 307CC on the last day. Zanzibar has a run down look about it and the cars



were pretty similar, though not quite in the same league as Cuba!

Meanwhile, back home, planning is continuing for the Easter Pageant, to be held in Canberra from the 22nd to the 25th of April – see details elsewhere in this issue. The registration fee for participants in the day events is \$60 which includes a Pageant bag of Peugeot goodies (scarf, cap, badge and other items), while tickets for the Sunday night dinner (including wine) are \$50 and may be purchased separately.

All the traditional pageant events will be held, including concourse, motorkhana and novelty trial. I encourage all local club members to participate in all or some of these events. For those not participating in the day events, extra dinner tickets may be purchased, subject to availability. Please contact me, or any of the other pageant organising committee members (Peter Rees, Colin Handley or John Bower) for further details.

Our next club meeting will be held at the Canberra Services Club on Tuesday 22nd February at 8pm, with dinner from 7pm.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

202

Peugeot 202 Bearings. Big End Bearings 2 sets
(Conversion 0.8 mm)

Peugeot 202 Bearings. Main Bearings 1 set
(0.8 mm)

\$500 ONO for the lot.

J. Molvig, Near Cessnock NSW

02 49 986152

CLUB EVENTS 2011

22 February

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

22 March

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

27 March

Shannons Wheels Day - ACT Car Show, Lawns, Old Parliament House.

22 to 25 April 2011

Peugeot National Pageant, Canberra. See accompanying story for details.

Calendar

2011 Peugeot Pageant

A concours d'elegance, motorkhana and an observation run will be key features of the Peugeot National Pageant in Canberra from 22 to 25 April.

The concours will be held amid the vine-covered grounds of Canberra's Mt Majura Vineyard and Winery on Saturday, 23 April.

The motorkhana will be held later that day at the Canberra Greyhound track where there is plenty of open space there to throw Pugs around.

The observation run, on the Sunday, will take participants around the local

region, finishing at the enchanting heritage-listed colonial era town of Braidwood.

The registration fee for participants in the day events is \$60 which includes a Pageant bag of Peugeot goodies (scarf, cap, badge and other items), while tickets for the Sunday night dinner (including wine) are \$50 and may be purchased separately.

Accommodation for participants at the Eagle Hawk Holiday Park has been booked out. Alternative accommodation is confirmed available at:

- Hamiltons, Tharwa RD Queanbeyan, at \$130 a double. Phone: 02 62971877.
- Tall Trees, Ainslie, at \$155 a double. Phone: 02 6247 9200

- Heritage Hotel, Narabundah, at \$205 for queen and single. Phone: 02 6295 2944.

There will be plenty of opportunity for visitors to take in the sights of Canberra, whether it be new attractions such as the National Portrait Gallery, or old favourites like the National Gallery of Australia, the National Library, and the old and new parliament houses.

Being a late Easter, the Pageant will also end on Anzac Day, providing the chance to join the Dawn Service, or the later march.

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

February 27 Springers Rest café/restaurant, Barton Highway, Murrumbateman. Meet there at 2pm for afternoon tea. Please RSVP as I will need to book a table.

April 17 Goulburn, Riversdale Homestead, guided tour of this historic house. Cost \$5 per person for 1 hour tour.

June 26 Barney's of Bookham café.

August 28

October 23

December 4 Lakeside BBQ

We have spaces in August and October to be filled. Paul of Cootamundra has offered to organise an event in his district, date and details to be arranged. Any other ideas?

Lisa Molvig
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2011 Peugeot 308 facelift unveiled

The Peugeot 308 facelift has been unveiled ahead of its debut at the Geneva Motor Show.

Available in April, the updated model features modified bumpers, a “floating” grille, and restyled headlights. Other goodies include a new bonnet, LED daytime driving lights, and restyled wheels which range in sizes from 16- to 18-inches.

Inside, designers focused on providing an “enhanced sense of perceived quality.” To achieve this, they added improved seats, higher quality materials, and revised trim. If that doesn’t impress you, options include a panoramic sunroof (sedan and estate), automatic dual-zone climate control, GPS navigation, and a JBL audio system.

Under the hood, a variety of engines will be available. On the petrol side, choices include the 98 bhp (73 kW / 99 PS) 1.4-litre VTi, the 120 bhp (89 kW / 122 PS) 1.6-litre VTi, the 156 bhp (116 kW / 158 PS) 1.6-litre THP, and the 200 bhp (149 kW / 203 PS)

1.6-litre THP. If you’re a diesel fan, you get to choose from the 92 bhp (69 kW / 93 PS) 1.6-litre HDi FAP, the 112 bhp (84 kW / 114 PS) 1.6-litre e-HDi FAP, the 150 bhp (112 kW / 152 PS) 2.0-litre HDi FAP, and the 163 bhp (122 kW / 165 PS)

2.0-litre HDi FAP.

The Peugeot 308 facelift has been unveiled ahead of its debut at the Geneva Motor Show.





Peugeot's 208 line-up revealed

Spiritual successor to original 205GTI tipped to add style to line-up next year, set to be joined by new SUV and soft-top.

Tom Phillips / Photos: Rene Demarets

24 January 2011

MMeet the Lion's new pride! Auto Express can lift the lid on Peugeot's forthcoming 208 supermini family - including the thrilling news that the lineup is expected to include a new GTI hot hatch.

Powered by a 200bhp 1.6-litre engine, the newcomer will be based on a development of chassis that underpins the brilliant Citroen DS3 - creating a spiritual successor to the original 205GTi in the process.

Auto Express sources in France also suggest drivers can bank on a new supermini SUV; a lightweight, two-seater drop-top and even a baby version of the RCZ coupé - all of which we take a closer look at, below.

Coupé

After the conventional three-door and five-door 208 hatches are launched, the firm will introduce a dramatic coupé that will slot into the range as a baby brother to the Audi TT-rivalling RCZ. The new car continues



the trend set by the 508 and 208 in establishing Peugeot's latest design language. It's the work of styling chief Gilles Vidal and PSA Peugeot-Citroen design boss Jean-Pierre Ploué, who have sought to bring back simple, elegant lines to the brand's cars.

The idea is to replace the swollen metalwork and gaping grilles of current Peugeots, and re-establish the firm as a design leader. The Coupé will feature the rakish, feline design cues of the SR1 concept seen at last year's Geneva Motor Show (see cover pic).

Swept-back headlights, sculpted flanks and an elegant tail will be incorporated into

the shape. To match the striking looks, the car will be sharp to drive. The Coupé uses the 208's front-wheel-drive platform, but gets bespoke settings for the steering and suspension.

What's more, as with the RCZ and 508, the top-spec model will feature a more advanced front suspension set-up that tames torque steer and gives greater steering sharp-

ness. Power will come from a line-up of small turbocharged engines, including the 1.6-litre petrol unit found in the RCZ. The Coupé is currently slated to arrive in summer 2013.

Roadster

Following the Coupé, Peugeot is evaluating a 208 Roadster that would take the fight to Mini's imminent two-seater cabrio. This fabric-roofed model wouldn't replace the folding hard-top CC - that model has been part of Peugeot's range since the 206, and will be of-



ferred in a 208.

Instead, the Roadster will be aimed at those wanting a mix of wind-in-the-hair thrills and a purer driving experience. That will allow the 208 CC to be sold as a luxurious junior tourer, with high-spec interior, sophisticated multimedia set-up and the option of a twin-clutch gearbox.

Powering the roadster will be the 1.6-litre petrol turbo engine, allowing Peugeot to market it as a spiritual successor to the legendary 205 GTi convertible. Low weight will be central to the car's appeal: it will get a canvas top and a more spartan interior to shave kilos and help achieve a sparkling driving experience.

The Roadster is expected to match the Mini for pace – the two will share an en-



gine, after all – but should undercut it on price when it arrives in 2014.

SUV

Also breaking new ground for Peugeot is a junior SUV that takes its inspiration from the HR1 unveiled at last year's Paris Motor Show. The newcomer is set to be a rival to Nissan's Juke, and Peugeot may codevelop the car with Mitsubishi.

The 4007 was spun from the Japanese firm's Outlander, while a new, smaller Peugeot model is currently being developed from Mitsubishi's ASX. As with the HR1, a hybrid drive train is possible, as is a three-cylinder 1.2-litre turbo petrol engine.

From autoexpress.co.uk

Christmas rush saves Pug year

Peter Wilson

Peugeot sales in Australia picked up in December after a late surge in buying gave the marque a 38 per cent improvement on November and a 21 per cent gain on the previous December.

The brand enjoyed Christmas in a month when national sales fell 2.5 per cent. While December was a big month for the Koreans and the Germans, some big names – Audi, Ford, Holden, Honda, Jeep, Mazda and Mitsubishi – couldn't catch their previous December figures.

Peugeot's recovery followed a particularly tough spring, which culminated in a slump to the second lowest monthly result for the year in November, just 402. Perhaps buyers were waiting, poised to collect the Korean-style extended warranties, free on-roads and other end-of-year special offers that came up in December.

They were keen enough to clear 557 Pugs from the dealerships, the best result since the end-of-financial-year frenzy in June, according to official statistics.

Peugeot maintained its place as the leading French brand, which is in line with its global figures, but VFACTS listed it as No. 20 on the industry's marque chart.

However, Peugeot was steady as No. 6 prestige passenger marque. Peugeot Automobiles Australia's result of 5,649 for 2010 was still 105 units short of the 5,744 in 2009, but that was down only 1.7 per cent. The highlight was the return of the 207 to triple figures. The 104 sales in December improved on the 59 and 88 of

the previous two Decembers.

The super-mini sold 943 units in 2010, compared with 853 in 2009 and 1,625 in 2008, and led its class of light cars under \$25,000. The light cars under \$25,000 shift big volumes – the Hyundai Getz (21,547) trumped the Toyota Yaris (21,452) and the 207 was 16th in the



combined class.

The perceived value of the Sportium package helped the recovery. It was to be limited until October, but Peugeot is now happy to extend the limit to about March.

The 207 came runner up to the South African-built Polo 66TDi in the NRMA 2010 best car list in the under \$ 20,000 class. But under the Open Road caption for the 207 is the cryptic line, "Servicing prices hurt the 207", which appears based on the piece of string length theory of "projected running costs over five years".

The 207 sold well in the UK where in 2010 it was No. 7 in popularity with 42,185 units.

Meanwhile, the Sportium and long warranty factors helped improve 308 figures from the August low of 116 to 294 in December, which was better than its best monthly average of 279 in 2008 and brought the year's total to 2,827.

The 3008 found 44 owners. Since its release in April, it has averaged 48 registrations a month for a year's total of 435. The sportier new RCZ was down to 22 sales, bringing the number on the road since July to 152. Its best month was 48 sales in October and a fresh advertising campaign has begun. Curiously, its biggest market has been in NSW.

Other models were also down on the previous December. The last runout push for the 407 resulted in 23 sales, bringing the year's total to 187. Its ranks as a very suc-

cessful Peugeot model, with sales of 6,543 units in seven years. Its powerful, yet frugal diesel was such a big attraction that petrol variants were discontinued. Its best year was 1,659 in 2005, but its popularity diminished over the past few years as more European diesel rivals entered the market.

The coupé was even more successful than the glamorous Italian-styled 406, with 524 sales over five years. Citroën boomed in December, up 67%, and slightly ahead for the year with 1,603 sales. The C4 led the parade with 540 units and the Berlingo van beat the C5 343 to 340.

Renault also had a December surge, up 32 per cent to 221, but after the big marketing splurge, total sales of 1,907 were 20 per cent down for the year. Its best-selling model was the Koleos with 816 units, though that was down almost 20 per cent on 2009. The Megane improved its sales 22 per cent to 289 units. The strange thing is that Renault found 159 buyers willing to drive a van with the misspelled name of "Trafic".

Prestige passenger marques

1. Honda 33,131
2. Volkswagen 28,799
3. Mercedes Benz 15,333
4. BMW 11,799
5. Audi 5,854
6. Peugeot 5,054
7. Lexus 3,829

Through the Pugilist



Peugeot 508 SW Allroad spied undisguised

Peugeot will be looking to take on Audi's 'allroad' tradition with this new 508 SW Allroad, spied doing some winter testing in northern Europe.

It seems Peugeot wants to add a third variant to the 508 range, aside from the 4-door sedan and 5-door SW (wagon) variants, to compete against the all-road offerings of Audi's A4 and A6 models.

Powering the 508 SW Allroad will likely be the heftier power plants in the Peugeot range. Those will include the 2.0 litre Hdi diesel with 163 PS (120 kW / 160 bhp) and the 3.0 litre V6 Hdi with 240 PS (177 kW / 237 bhp) on the diesel side. For the petrol, perhaps the 1.6 litre THP with 200 PS (147 kW / 197 bhp).

It is not known whether this all-roader will come with Peugeot's Hybrid4 technology which couples the 163 PS 2.0 litre Hdi unit with a 37 PS (28 kW / 36 bhp) electric motor on the rear axle for all-wheel drive capability.

Peugeot's only other all-wheel drive model is the 4007 SUV.



Brisbane floods – Dick going like a rocket!

Kay Marken

Nearly everyone knows someone who was directly affected by the 2011 floods.

It was particularly extreme at Grantham, where many lost their lives. Some were rescued from this bridge, with aftermath photos showing the level of destruction delivered.

An image we will remember for a long time was that of the rescue of a woman in her seventies and her passengers from a Peugeot 307 during the avalanche of water through Toowoomba which made national television. Her car and many others were later seen surfing into the distance. This “inland tsunami” and its high death toll is what made the south-east situation different to many other



By the time you read this, many more areas will have been inundated in all states of eastern Australia, with devastating consequences for many.

flooded areas.

Another Peugeot lost to the floods belonged to a young woman who had been away on holidays, to find on her return to Brisbane

that her beloved new Peugeot, and everything else she owned, had been immersed in the turbid flood waters.

Some PCQ members were also affected, to varying degrees.

So how did it affect PCQ members and the Peugeot fraternity? Well, lots of them we don't know about yet, as communication and travel have both been limited.

Authorities repeatedly advised that all unnecessary trips be curtailed, so we haven't been out and about.

Peter and Carol Wilson were in Toowoomba when the disaster started there, and had driven through water on their way in, but fortunately not the torrent that swept everything in its path.

Vern's problem was not flooding, but water cascading down the slope, so he spent some time making sure various Peugeot engines and gearboxes under the house were high and dry.

The fantastic volunteer response in Queensland has lessened the blow somewhat for many who were directly affected, both before and after the event.

John Burdak spent a couple of days starting at six in the morning helping a friend who had been inundated, and Jon Snow and his family were part of the team cleaning up at Chelmer, but didn't realize he was working a few doors down from Dick Owen.

Dick was living in the same house as he was when his house went under in 1974, so like all '74ers, he knew what he was in for. So did his son, Andrew, who made a few phone calls and the rest of the sons and grandsons arrived Tuesday and literally packed up the house and garage. They were also helped by a passing uni student

who stayed till 11pm Tuesday night.

Everything possible to be removed was, including fridges. Dick says he was so proud of his helpers; he didn't have to do any organizing himself, and found the time to wrap his thirty-five model train sets that were in a display cabinet downstairs.

Of course the treasured original Mini and 504 Peugeot were moved to high ground before the floodwaters rose. By 2:00am Wednesday morning they finally left to stay with his son at Graceville, leaving only a couple of larger items upstairs.

They went back again later on Wednesday morning to collect a few more things, even the spanners on the hooks under the house. Finally they left at 2:30pm when the water was knee-

deep, with water police and lifesavers shuttling them out in a boat.

And Dick says he feels he was a real lucky guy. The water only came up about four feet at his house, and was actually about 6 feet lower than it was in 1974. (We are talking in feet, 'cos that's the era Dick comes from.)

Thursday morning at 6:00am they went back and started hosing it out, only six hours and they were done. Then they went to start on the neighbour's house, cos they weren't back there to do it yet!

Then on Saturday, they helped another neighbour, who was 83, taking her memorabilia and crockery home to clean properly.

The electrician checked everything Monday morning, Helen is back home too, and they are doing very well thank you. But they feel sorry for everyone else, and very upset at seeing things thrown out that could have been saved.

And so, although we worried, we now know that the unstoppable Dick Owen must have bred his children the same way, and as he says, "I'm going like a rocket!"

They breed them tough in Queensland.

Dick Owen on duty at the WRC in northern NSW in 2009.



605 Ute finished at last

Richard Markin

Thursday 18th June

I drove down the road to Queensland Transport at Cleveland and registered the one and only Peugeot 605 Ute in the world.

On Friday I fitted the new wheels and tyres (16" X 7" performance wheels) then on Saturday I pinched the power steering servo regulator off my No. 2 605 and fitted it to the ute to correct a problem with the variable speed steering on the ute. (I had previously robbed the one from the ute to fit to the No 1 605 to keep Kay happy.)

These servo regulators are another part that is no longer available and your only recourse is to obtain secondhand ones. The approval process turned out to be quite simple, if you discount the seven weeks it took to process its way through Qld Transport.

I assume that QT approved engineer Earl's final submission along with the before and after test results and photos of the structural work resulted in an approval that meant all I had to do was get a roadworthy certificate and third party insurance and then rock up to my local registration office with a bucket load of cash and the 605

ute was ready to go.

So what have I been doing for the past seven weeks? Apart from battling recalcitrant airbag systems, I've been building/finishing off the hard covers for the back of the ute. Now considering that I never do easy, the custom fit covers are really custom fit. Most hard covers sit over the top of the body and tailgate, this makes it easy to seal but the constant movement of the cover wears the paint off the top edges of the

body and they also look like an add on item.

When I formed up the bodywork around the inside of the ute I put a recess into the top inside edge so that the hard cover would close down into the recess and sit flush with the bodywork. This stupid quest for perfection has meant that the hard covers are a precision fit and unlike a commercial hard cover with flimsy hinges I have had to manufacture hinges that ensures the cover goes up and





comes down in the same position every time, and when locked down does not fret away at the paintwork.

I think Kay is well and truly over the fitting and refitting that I have needed assistance for. The gas struts that support the cover when open caused a minor rebuild of the cover just when I thought I had almost finished. The pressure exerted on the cover when closed was just enough to induce an upward bow in the cover. My solution for this was to form a couple of ribs to run along the length of the cover. These I formed from core foam and fibreglassed them onto the cover. Unfortunately they only reduced the bow, and I had pretensioned them when I fibreglassed them in. (Ask me about it some

my next idea to stop the flex in the cover showed just how good it is. Over the ribs that I had added to the cover I placed and resined in two thicknesses of 200g per m² carbon fibre approximately 600mm long and 100mm wide. The next test of the cover was perfect, no bow.

Since then I have been filling and sanding and filling and sanding,

time.)

If you remember back in a previous chapter of the ute story (April 2010), I had decided that I didn't need to go to the expense of using carbon fibre for the ute hard cover. Well, I wish I had now.

Carbon fibre is a hell of a lot stronger than fibreglass and

but all is finished now and the covers will be off to the painter tomorrow and the ute will be well and truly ready for its first Peugeot outing at the Grand display of French Cars.

And how will I take the hard covers to the painter? In my ute, of course.

Through Peugeotmania



Proposed 60th anniversary Redex rerun in 2013

Graham Wallis

As the sixtieth anniversary of the famous Redex victory is coming up in three years time, and given the success of the fiftieth

anniversary rerun, I thought it would be appropriate to organise something for the sixtieth.

My current thoughts, given that it would be impossible to duplicate the success of the fiftieth anniversary rerun, are to run something fairly low key, perhaps restrict it to 203s.

It would be run over four weeks as before and would incorporate displays, social functions, sightseeing and some motorsport, although this time we are likely to restrict ourselves to some motorkhanas which will run as stand-alone

events.

This will make every event independent of CAMS, which will reduce organiser stress and most importantly reduce entry fees, which are planned to be minimal. We would like to continue with the tradition of a vehicle to carry spares, all important given the age of the vehicles participating.

The above are simply my ideas at the moment and anything is possible, depending on support from club members and of course

Peugeot Automobiles Australia.

I can be contacted via email at ewal7731@bigpond.net.au or mobile on 0429 939 619. I look forward to hearing from you.



Changes to concessional car rego scheme

Graham Wallis

The ACT Government delegates the operation of the Concessional Registration Scheme (CRS) to the Council and the Clubs. This trust requires both these organisations to effectively administer the scheme, thus providing members who access the privilege, proper legal and insurance coverage of their vehicles.

This advice specifically outlines changes to the date for payment of Council Affiliation Fees. For a member's vehicle to be legally registered under the CRS, they must be financial members of a club affiliated with the Council. A club in turn, must have paid the Council affiliation fees and when these two requirements are met, the registration is legal.

In past years, some leeway has been afforded clubs in meeting the payment of fees but the ACT Government has advised this is no longer acceptable. The Council now requires all affiliation fees to be paid by 30 June each year.

This is to ensure CRS vehicles are legally registered. The Government has advised that the Council is to submit at 30 June each year, a list of clubs that have NOT paid their fees. The registration com-

puter system will then be updated with this data and those clubs will have a period of grace of one month in which to pay the fees, however owners seeking to renew their CRS registration during the grace period will be unable to do so.

If the affiliation fees are not paid by 30 July, all registrations from the unfinancial club will be cancelled immediately.

This change is not punitive but one designed to protect the members who utilize the

CRS. In the past, some clubs have not paid the fees for months after the due date, thus leaving their members liable for charges relating to unregistered vehicles etc, not to mention the probability of insurance companies refusing claims for Compulsory 3rd Party and Comprehensive insurance.

Council of ACT Motor Clubs

