

ROAR

Magazine of the Peugeot Association of Canberra



April 2013

02 President's Report

03 2013 Committee

- Who's who in PAC

04 Classifieds

- For Sale

05 Calendar

- Club events 2013

06 Events

- French car drives in 2013

07 Events

- Oh3 Weekend '13

08 Pictorial

- Peugeot Easter Pageant 2013

10 Results

- Peugeot Easter Pageant 2013

11 Events

- Peugeot Endorsed Club Activities

12 News

- NZ chief to run Sime Darby in Australia

13 News

- Peugeot launches new car purchase scheme

14 News

- Peugeot moves up a notch

16 News

- Peugeot's new Russian link

17 News

- Global dreams for 2008 SUV

19 News

- Peugeot Australia backs Redex re-run

25 News

- Peugeot reveals Sebastien Loeb's 208 T16 Pikes Peak challenger

28 Travel

- Harah for the 404s

31 Minutes

- Minutes of the PAC General Meeting, 26 March 2013, Weston Club, Weston ACT



ON THE COVER

A 1948 Peugeot Type 56 motorcycle in the Musée de l'Automobile Henri Malartre, near Lyon France. The 125cc bike was the first Peugeot 4 speed bike built after the war. Note the absence of rear suspension. (Allan Lance)

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

PO Box 711, Ci Vic 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>

All copyrights to original articles herein are reserved except for other Peugeot Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the PAC as a whole.



Greetings all,

This year's Easter Pageant was held in Wodonga and hosted by the Victorian Club. Sue and I drove down in our 508 on Easter Friday, covering the distance in about 4 hours of easy driving at an average fuel consumption of 5.0 litres/100km.

On arrival we booked into the Stagecoach Motel, adjacent to the Wodonga Cabin and Caravan Park, with both venues offering a range of good accommodation choices to suit all needs. There was a flurry of car washing and polishing, in preparation for Saturday's concours, followed by a welcome dinner at a local café in the evening.

The concours was held on Saturday morning in the carpark of the Howlong Golf Club, which was a 20 minute drive from Wodonga.

Morning tea and lunch were in the golf club. After lunch, participants (I think I counted about 40 cars) were offered the choice of a motorkhana or an observation run. Sue and I chose the latter and we enjoyed a pleasant country drive while trying to answer a range of easy and not so easy questions. In the late afternoon, everyone gathered for what was called 504's (aka drinks) in the cabin park back in Wodonga, before dinner at another local café.

On Sunday, the main observation run was held, involving another country drive to Yackandandah for morning tea, before making our way to Tallangatta for lunch at the local hotel. After lunch, the route was through the hills with an optional break at Mt Granya (the cloud was low so Sue and I skipped Mt Granya, which in fine weather would have offered excellent views) and back to Wodonga around Hume Weir.

Again 504's were held in the late afternoon, followed by a presentation dinner at the Birallee Tavern. This year, the overall winning club was Victoria, so Sue and I had to hand back the trophy we had won last year for the ACT club. The Victorian Club also won the concours (Allan Horsley's lovely 404 cabriolet was a standout) and the motorkhana.

Monday Morning saw us gather for a farewell breakfast before going our separate ways, but not before Sue and I bought some nice plants at a large local nursery (Peards) who were fortuitously having an autumn sale.

My thanks to Murray Knight, and the Victorian Club, for organising a very well-run and successful pageant. Next year's pageant will be hosted by the Queensland Club and will be held at in the country town of Boonah, about 80km from Brisbane and the Gold Coast.



Meanwhile, back in Canberra, colder weather is approaching, and right on cue, the battery in our 306 HDi died recently. Being a Sunday, I called the NRMA, who turned up within about 15 minutes of my call, and fitted a new battery in about another 15 minutes. The 306 is 12 years old, and this is only the 3rd battery the car has had. The first, factory-fitted battery lasted an astonishing 8 years, but the second one only lasted 4 years. The NRMA battery, just fitted, comes with a 3 year warranty – we shall see.

Once again, I have had to postpone the promised comparison between the Toyota Aurion and the 508. I will do my best to complete that for the May edition of Roar.

Our regular club meeting will be at 8pm on Tuesday 23 April at the Weston Club, with dinner from 7pm.

Keep on Pugging,

Brad Pillans

2013 COMMITTEE

President and Club Registrar

Brad Pillans
3/35 Lansell Circuit
Wanniassa ACT 2903
6231 7357, 0427 662112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens
PO Box 11
Narrabundah ACT 2604

0429 313 090

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@pcug.org.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
6162 0210, 0418 856 504
hca@netspeed.com.au

Social Secretary

Colin Handley
4 Bains Pl
Lyneham 2602
62488442
alpinesigns@ozemail.com.au

General Committee

Colin Handley
Neil Birch

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

505 wagon

505 station wagon, 1992, 309,600km, automatic. White, all original condition. Reliable and working order, though needs some work. Good tyres. Comes with spare full set of Peugeot alloy wheels and tyres if desired. Victoria registration until July 2013. Located in Canberra. \$1000 negotiable. Contact Carla - carlaaalexandra@hotmail.com or 0439037292.

405 Mi16

405 Mi16 – Just had timing belt and pulleys professionally replaced less than 100km ago. New highflow cat. Spare set of tyres and Mi16 mags. Needs speedo cable and a few other minor things. Approx. 220k on clock. Asking \$1,500. Enquiries by email to antipodeancolin@hotmail.com

406 sedan

406 1996 sedan, red, manual. Ideal first car. Mags with good Michelins. Boot spoiler. Overall condition quite good for age. ACT rego ran out in Feb but easily extended (probably will be anyhow). \$1500-2000 depending on rego. Jim Taylor 0400 111 504 or pug303@bigpond.net.au

306 XT

306 XT N5 1999, 1.8. auto. VG condition, green, \$6,500 ono.
Chris Brown 0411 059 791, 02 6230 3970, Sutton, NSW.

404

404 1969. Fully restored, metallic green-gold paint. Two owners, I've had the car for 14 years. Superb condition inside and out. Carpeted floors and boot. Runs beautifully. Comes with original invoice, original registration papers, original reg plates KHA 983, spare radiator, 2 extra spare wheels and tyres, Peugeot radio, wheel trims, spare starter motor, spare (new) timing chain, numerous other bits and pieces, spare radiator hoses. 25 photo display of the restoration. Reg till end of May 2013. RWC Much admired car in Peugeot circles. Reluctant sale, but time to move on. Photos available on request. \$9,890.

Doug Brockfield 03 5727 3740 0418 570 256.

CLUB EVENTS 2013

23 April

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

28 May

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

25 June

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

Calendar

French car drives in 2013

Here is the proposed schedule of events for this year:

April 28: Brunch at Tulip Café in Piallago

June 23: Afternoon drive to Goulburn, visit South Hill Gallery.

August 25: Day trip to Boorowa.

October 27: Day trip to Southern Highlands and see Red Cow Farm Gardens in spring.

December 1: Evening BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com for further information and bookings.

Oh3 Weekend '13

at Hill End 13th-15th September

Explore this historic gold mining town near Bathurst, that in the 1870s, had 5 banks, 8 churches and 28 pubs. Visit the old hospital with original surgical equipment, take a tour through the old mine, or even with ghosts!

Bring your camera and experience the magnificent colours of Hill End. Visit the houses that our recent artists used to capture it, including Geoffrey Smart, Margaret Olley, Brett Whitely and many more.

—
\$210 for 2 nights (\$105 per night)
 for **2 people** at Hill End Lodge Motel,
 including **2 continental breakfasts**.
\$20 per night per **extra person**.
\$10 per person for **hot breakfasts**.
\$39 per person for **3 course dinners**.
 Picnic lunch for Saturday.
 —

Motel / John Carter
 P. 02 6337 8200
 E. hillendlodge@bigpond.com

Organiser / Jim Kearns
 P. 0400 494 561
 E. jkearns@bigpond.net.au



Please Note. Roads are Bitumen



PEUGEOT EASTER PAGEANT 2013

Pictorial



One of the nicest 604's you will ever see (Photos Brad Pillans)



Allan Horsley's concours-winning 404 cabriolet



Steve Palocz's striking two-tone 404 wagon



Lionup at the Howlong Golf Club

PEUGEOT EASTER PAGEANT 2013

Pictorial



Lionup at the Howlong Golf Club

Brad and Sue join the throng at the Pageant.



The Grant's silver 307CC with a rooftop passenger

PEUGEOT EASTER PAGEANT 2013

Results

1. Concours Outright

- 1st 87.8 Allan Horsley, Vic, 404 Coupé
- 2nd 84.2 Andrew Park, NSW, 504
- 3rd 83.8 Don MacDonald, Vic, 403
- 4th 78.6 Peter Nash, NSW, 203A
- 5th 77.1 Doug Brockfield, Vic, 404

2. Motorkhana

Outright

- 1st 167.39 Phil Torode, Vic, 306
- 2nd 176.59 Graham Wallis, Vic, 205Si
- 3rd 180.16 Murray Knight, Vic, 203C

Class A(Front Wheel Drive)

- 1st 167.39 Phil Torode, Vic, 306
- 2nd 176.59 Graham Wallis, Vic, 205Si
- 3rd 184.28 Laurie Kerr, NSW, 205GTi

Class B (Rear Wheel Drive)

- 1st 180.16 Murray Knight, Vic, 203C
- 2nd 189.29 Nick Wright, Vic, 505GTi
- 3rd 201.28 Glad Fish, Vic, 505GTi

3. Saturday Observation Run

- 1st 36 Don & Judy MacDonald & Liz Wallis, Vic
- 2nd 35.5 Brian Ward, Vic
- 3rd 35 Andrew Park & Lorraine Mordue, NSW

4. Sunday Observation Run

- 1st Tony & Carole Smart, Qld
- =2nd John Geremin & Anne Jones, NSW
- =2nd Richard & Kay Marken, Qld
- =4th Denise & Allan Horsley, Vic
- =4th Nick Wright & Glad Fish, Vic
- =4th Tim & Jenni Farmilo, Vic

5. Individual Pageant Awards

- 1st Allan Horsley, Vic 9
- 2nd Tim Farmilo, Vic 14
- 3rd Richard Marken, Qld 15

6. Interstate Motorkhana Challenge

Points for 1st to 10th in each class 10, 9, 8, ..., 2, 1

- 1st Victoria 51
- 2nd New South Wales 18
- 3rd Queensland 14

7. Furthest Driven Award

- 1st Tony & Carole Smart, Qld

8. Overall Pageant Club Places

- 1st Vic 349
- 2nd NSW 201
- 3rd Qld 97
- 4th ACT 6
- 5th SA 2

– Peugeotmania

Peugeot Association of Canberra

Endorsed Club Activities for Members 2013

27-28 April 2013	Haulin' the Hume	Gunning/Yass
5 May 2013	Collector Pumpkin Festival	Collector NSW
12 May 2013	60th Anniversary Redex ReRun (Peugeot 203/403)	
19 May 2013	National Motoring Heritage Day	
19 May 2013	BEAC CACTMC & CMCNSW Run	Mittagong NSW
9 June 2013	Battle of Waterloo	Canberra ACT. TBC – (Rond Terrace)
16 June 2013	Family Fun Motorkhana Day, with the FIAT Club	Ansell Park, Clarendon, western Sydney
TBC July 2013	Henry's Winter Wander	Start Mt Ainslie ACT
24-25 August 2013	South Coast Nationals	Moruya NSW
TBC September 2013	John Grannall Memorial Charity Day Car Show	ACT
TBC September 2013	ACTSMA Show'n'Shine	Eaglehawk Sutton NSW
19 October 2013	Spin Cars Dance Music	Fyshwick ACT
19-20 October 2013	National Trust Centenary of Canberra Rally	ACT
TBC October 2013	Capital Jam	Kings Park Lake Burley Griffin ACT
TBC October 2013	Benny's Custom Car Garage Show'n'Shine	Goulburn NSW
TBC November 2013	Canberra French Car Day	Canberra ACT
TBC November 2013	Canberra Swap Meet	ACT
TBC November 2013	Marques in the Park	Belconnen ACT
TBC December 2013	Tuggeranong Festival	Tuggeranong Town Park ACT
TBC December 2013	Queanbeyan Swap Meet & American Car Nationals	Queanbeyan
TBC December 2013	Terribly British Day	Treasury Car Park Parkes ACT

Members with CRS Registered Vehicles do not have to obtain special permission from the Club Registrar to take their Vehicles to these events.

NZ chief to run Sime Darby in Australia

8 April 2013

Terry Martin and John Mellor

SIME Darby Motor Group Australia managing director Rob Dommerson has left the company after 12 years at the helm of the motor vehicle distributor responsible for Peugeot and, since February, Citroën.

In a statement, the company said Mr Dommerson, who is also on the board of the Federal Chamber of Automotive Industries, would leave his role on April 12 and that he “intends to continue his career in the industry”.

He told GoAuto he was now looking for a new challenge within the car industry.

Meanwhile, the managing director of Sime Darby’s operations in New Zealand, Pat McKenna, will assume responsibility for the Australian operations.

Mr Dommerson told GoAuto that head office had questioned the need for two managing directors in Australasia and that it was decided to merge the two roles into one.

The new role fell to Mr McKenna who runs the bigger of the two operations. Sime Darby has around 800 employees in New Zealand compared with 200 employees in

Australia.

A spokesperson said that no decision had been made on whether Mr McKenna would relocate to Australia or remain in Auckland.

Sime Darby NZ operates dealerships for Audi, BMW, Ferrari, Porsche, Maserati, Volkswagen, Chrysler, Jeep, Peugeot, Dodge and Nissan. It also distributes UD Nissan Diesel, Mack, Hino, Renault and Volvo trucks and operates a national chain of truck service and parts outlets under the Truck Stops brand.

The appointment of Mr McKenna, who has been with Sime Darby for seven years, follows a strategic decision by Sime Darby to move increasingly into car retailing in Australia.

The beachhead was established last year with the purchase of the Porsche franchise in Parramatta formerly owned by Trivett Classic, and a planned opening of a Citroën dealership also in Parramatta.

With almost three decades’ experience in the Australian automotive industry, Mr Dommerson has worked for Sime Darby in Australia since the Malaysian-based multinational took over the Peugeot franchise from Inchcape Automotive here in October 2001.

He was managing director of Peugeot Automobiles Australia for seven years in which time he was said by dealers to have run Peugeot with an iron fist in a velvet glove.

Mr Dommerson went on to become head of the newly restructured Australian Sime operations, which had expanded to include the SsangYong franchise.

As well as taking on Citroën (and relinquishing SsangYong to former Citroën importer Ateco Automotive), Sime Darby is responsible for light-commercial fleet service Vices organisation Corefleet and its retail operations include the recently acquired Porsche Centre Parramatta.

Before joining Sime Darby, Mr Dommerson had worked for several other brands in the industry, including BMW, Alfa Romeo, Mazda, Audi, Volkswagen and Jaguar.

“We want to take this opportunity to thank Rob for his contribution to the Sime Darby Motor Group businesses in Australia and to wish him every success in his future endeavours,” the company statement said.

Bill Gillespie remains the general manager of Peugeot Automobiles Australia, while John Startari is in charge of the recently acquired Citroën franchise.

GoAuto.com.au



Peugeot launches new car purchase scheme

Peugeot Australia has launched its Assure Future Value scheme, which guarantees an agreed value at the expiration of a loan on any new 208 model - as long as the buyer finances their car through Peugeot Finance.

After selecting the length of the loan - two or three years - the buyer nominates the number of kilometres they expect to travel each year, Peugeot then agrees to guarantee the car's retained value at the end of the loan period.

This amount can vary, according to kilometres travelled and the loan duration.

Once the loan period is over, owners can then choose to refinance the car on its agreed value, buy it outright at the same price, or return the car with no more to pay (a vehicle financing model quite like the 'no recourse' financing available in the US).

They can also trade it in on another Peugeot model, and if the trade-in value is greater than the assured future value then the buyer gets to keep the difference.

The Assured Future Value scheme is the latest incentive that Peugeot Australia

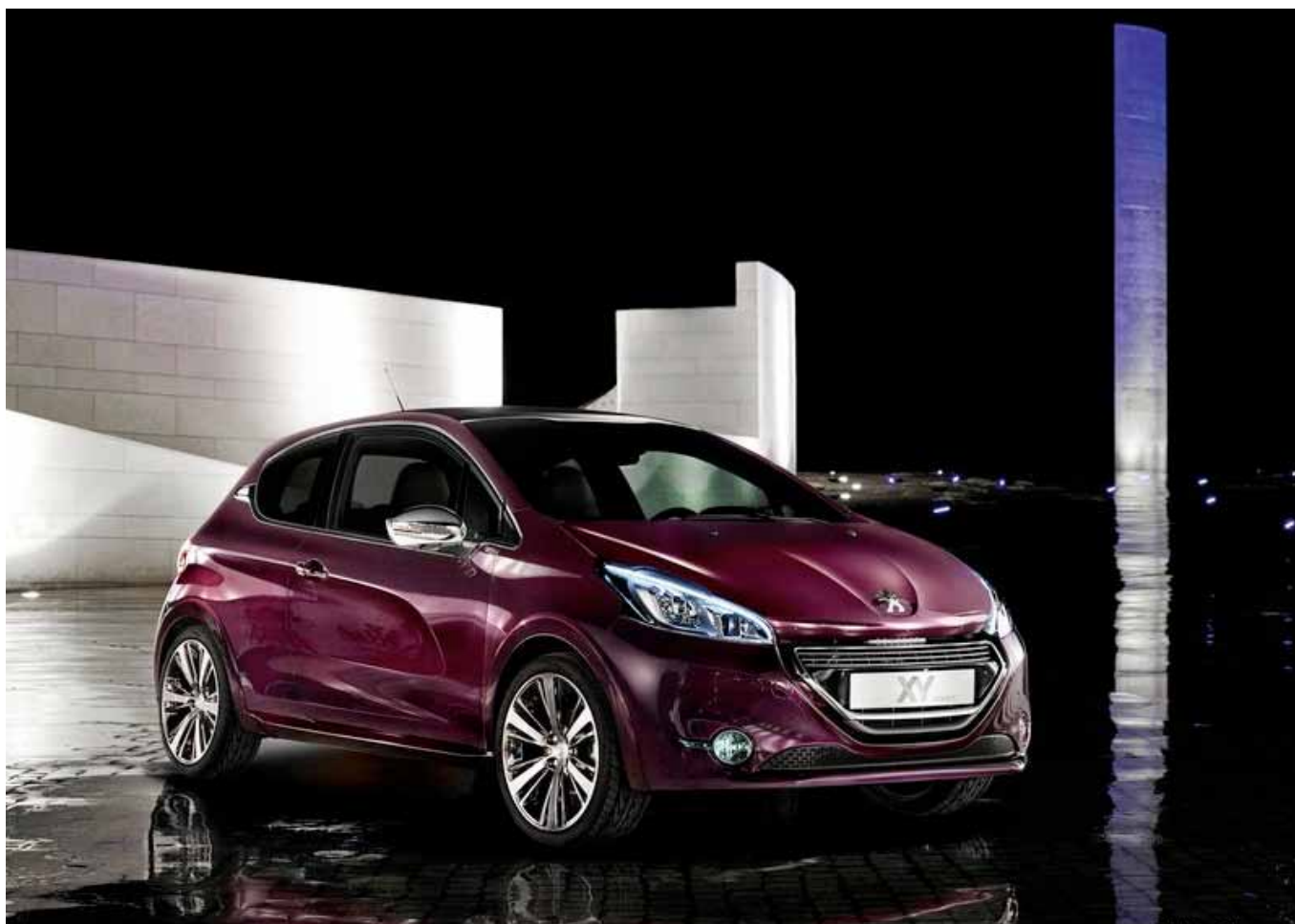
has dangled in front of new car buyers.

The company also offers free roadside assistance as a deal-sweetener, and Peugeot's capped-price ser Vicing scheme now extends to cover the 208, 308, 3008, 4008 and 508.

For now, the Assured Future Value

scheme only applies to the 208. However, the company has indicated that the program could eventually be rolled out for other models.

The Motor Report



Peugeot moves up a notch

Peter Wilson

As Australian vehicle sales continue to rise, Peugeot held its position as the leading French automotive brand in February and had a better result than the industry trend.

Peugeot stepped up a position on the leader board to No 21, behind Lexus at No 20 and ahead of Volvo at No 22 and Renault at No 23.

New registrations improved on January's 404 units to 413 units, which was a 14 per cent rise on the previous February's 362, compared with the industry rise of 5.2 per cent, according to official statistics.

The two-month total of 817 was a 22 per cent rise on the same period in 2012, ahead of the industry's 8.1 per cent increase. It's not as good as it may seem.

Peugeot may seem to be improving but is still very much in recovery mode in a highly competitive and dramatically changing market. Both months were below the average of 435 units for the 12 months to February.

The opening of another two new dealerships in the past weeks in the important areas of Melbourne's Cheltenham and Queensland's Ipswich will help in coming months as will the next Sydney dealership that is in the works. Bayside European made its initial sales in mid March and

Ipswich European was expecting to have a stock of Peugeots by April 1.

Peugeot's sponsorship of the French Film Festival in Sydney last month was part of a new promotional thrust. After 463 units in January, Volvo registrations fell back to 407 in February. Renault rose from January's 331 to 375. Fiat, now in the Chrysler nest, leaped from 143 to 200.

Citroën, now under the Sime Darby roof with Peugeot, slumped from a relatively strong position at 157 in January to 57 in February. The chevron brand has been a rising star and the fall reflects the distributor changeover period. The Citroën dealer network is being expanded steadily and some sites have signed up to sell both Peugeot and Citroën.

National sales of all vehicles were up 4,495 units to 90,218, the Federal Chamber of Automotive Industries reported, pointing out that light commercials were leading the charge, with three of the five top selling vehicles being light commercials. With tradesmen's tax incentives kicking in, that segment was up 26.9 per cent on the previous February while medium and large car sales crashed 26.6 and 28.1 per cent respectively.

SUV sales were up a crazy 14.2 per cent on February 2012. Thanks to a devalued yen, Japanese marques led the charge. Toyota remained the leading brand with 16,017 units, ahead of Mazda with 8,738 and Nissan (8,212, thanks to keen demand for its Navara utes and Dualis SUVs) trouncing Holden (7,683) for the first time in Australian automotive history.

It's barely 12 months since Mazda overtook Holden. Mazda3 was again the top selling vehicle with 3,378 sales, although this result was down 10 per cent on the previous February. It was followed by the Toyota HiLux (3,319), the Toyota Corolla (3,158), the Nissan Navara (2,645) and the Mitsubishi Triton (2,335).

With Peugeot and now Citroën adopting 12-month and fixed price ser Vicing, it was interesting to see the ABC's new consumer program, Checkout, point out that Mazda customers were being taken for a ride with the additional expense of mandatory six-month ser Vicing. Nissan's Dualis compact crossover led the SUV segment with 1,459 sales. As the Qasqai, it's very big in Europe and its success here puts paid to the motoring journalists who said the Australian name was too close to Cialis, dialysis and Duo condoms (an earlier generation of the same crowd tried unsuccessfully to convince Nissan the Cedric was unsuitable).

February in France was a downer for the car trade, with sales down 12 per cent on the previous February. The Renault Clio IV (8,499 and 5.9 per cent market share) knocked the Peugeot 208 (7,474) from the sales lead it had held for seven months. Behind them were Renault's Scenic (4,061) and Mégane (4,025), and Peugeot's 3008 crossover (3,388), 308 (2,800) and 207 (2,694). Peugeot is still selling its 207, 206 and 107 small cars there.

In contrast to the depressed European market, the UK had its 12th consecutive

month of car sales growth. Ford's Focus and Fiesta topped the charts followed by the Vauxhall Corsa (known here as the Cruze) while the 208 at No 8 helped Peugeot achieve fifth leading brand. Meanwhile, a patient fellow with the interesting name of Austin Rutherford has compiled the positions for 2012 registrations of the 939 global models.

As usual, Toyota's three generations of Corolla led the field last year with 1,036,683 new cars on the road while the Ford Fiesta improved to 742,037 units. The leading French model was Renault Clio (427,931) at No 32 and the leading Peugeot was the 207 (274,415) at No 68.



Global Peugeot registrations 2012

Position	Model	2012
68	207	274,415
75	308	251,659
91	208	221,000
101	405/Pars	201,691
173	206	122,343
177	508	118,634
180	Partner	116,618
199	3008	104,165
265	107	74,623
268	408	73,058
335	5008	54,345
402	307	37,774
424	Boxer	32,708
528	Expert	19,345
582	Bipper	12,969
586	RCZ	11,460
690	807	4,997
697	4008	4,585
727	iOn	3,095
728	Hoggar	2,684
773	301	2,313
753	4007	1,995
861	407	236

Source: Austin Rutherford/ The Pugilist



Peugeot's new Russian link

Peugeot has agreed to assemble cars in Kazakhstan with the Russian company Agromash Holding.

The French carmaker said the deal could generate more than 300 jobs in France. According to the agreement that was signed in Paris in March, the Peugeot 301 sedan, 3008 crossover, 508 sedan and Partner commercial van will be assembled in Kazakhstan beginning in June 2013.

At the beginning, the plant will have an assembly capacity of 4,000 cars, but may eventually total more than 10,000, PSA Peugeot-Citroën said in a statement. The deal is also expected to create 150 jobs in Kazakhstan.

"The deal involves the assembly in Kazakhstan of car kits produced in

France," a PSA spokesman was quoted as saying by Reuters. Under the deal, PSA will also sell the Peugeot 408 in Kazakhstan. The 408 is built in Kaluga, Russia.

PSA last week said it was in talks on sharing vehicle production with Russia's ZIL. Agro-

mash Holding currently assembles cars for the Korean carmaker SsangYong Motors Corporation in Kazakhstan.

From InAutoNews.com



Global dreams for 2008 SUV

Byron Mathioudakis

On sale in October, Peugeot's new 2008 will arrive in Australia earlier than anticipated, underlining the subcompact SUV's importance as an export model for the beleaguered French firm.

With up to 180 markets earmarked to share up to 200,000 units per annum, it is poised to become one of the Peugeot's bestsellers, and is central to the company's path to profitability plans after years of crippling losses.

"To show you how important this car is for us worldwide we plan to sell up to 200,000 units a year maximum," program manager Agnes Tesson Faget told GoAuto at the Geneva Motor Show last week. Vehicle validation and testing is already underway Down Under, with local Peugeot executives expecting to have all the necessary Australian Design Rule regulations sorted by July

– just four months after production commences in Mulhouse, France.

This is in contrast to the 2008 Hybrid Concept starring on the company's Geneva show stand, which may be at least three years away from seeing the light of day.

Reflecting the increased importance of markets outside of Peugeot's traditional comfort zone, the 2008 has been developed primarily for China and Brazil as well as France,

Ms Tesson Faget revealed. "This is the first car to be truly international from the start," she said. "From the start we knew we would produce this everywhere we had factories. "This

type of crossover is now very much expected all around the world.

Maybe sometimes for different reasons too – some expect something modern, something trendy, and something very useful that can be driven anywhere. So we are very much in tune with the expectations of those customers.

"Australian-market production is scheduled for July. It is very important for us to come to market as quickly as possible around the world with this vehicle. It is really international from the start."

Planning for the mini crossover commenced in 2009, and ran concurrently with the 208 B-segment light car on which it is based. Consequently the Peugeot sub-compact SUV employs a monocoque design and transverse engine layout, driving the front wheels via 1.2-litre three or 1.6-litre four-cylinder petrol engines, as well as 1.6-litre four-cylinder turbodiesel availability.

Debuting on the 2008 is a turbo three-pot petrol unit, but the expected six-speed automatic transmission – thought to be one of the upshots of Peugeot's ever-deepening collaboration with General Motors – may be upwards of a year away from seeing the light of



day.

In its place will be an outmoded four-speed auto in Australia, while other markets will use the same robotised five-speed manual as offered in the 208 abroad.

Styling-wise, the newcomer is a collaboration between Peugeot's French, Brazilian, and Chinese studios, with the "best parts" of several proposals incorporated into the final design in Paris.

"From the start the various design teams competed within the brand," Ms Tesson Faget said. "So in this respect it is very much an international focus from the beginning." Since the 2008 is a 208 offshoot, it benefits from that car's use of very-high and ultra-high strength steels, short overhangs and tailored body blanks, which resulted in falls of up to 173kg compared to the preceding 207.

"All the weight loss measures gained on the 208 were transferred to the 2008, so it makes the 2008 very efficient (for its class)," she added. As a result, the 2008

is around 65kg heavier than the corresponding 208 model, with the kerb weight kicking off from a class-leading 1045kg.

This helps with the model's impressively low fuel consumption (down to 3.6L/100km) and carbon dioxide emissions (as low as 90 grams per kilometre). A thorough development regime included snow and mud environments, as well as hot weather desert climates, reflecting the vehicle's global ambitions. "This is definitely the

most modern Peugeot today," Ms Tesson Faget believes. "But we also wanted it to be very convenient, roomy, versatile, comfortable, practical, stylish and a pleasure to drive." The 2008 is arriving amid a flurry of subcompact SUV activity after Suzuki's pioneering SX4 has cultivated the class since 2006 on its own, followed by the Nissan Juke, Holden Trax, Ford EcoSport, Opel Mokka, and Renault Captur. Ironically, the second-generation SX4 has grown to become a C-segment competitor against the likes of the Nissan Dualis, Toyota RAV 4, Honda CR-V and Subaru Forester.

GoAuto news



Peugeot Australia backs Redex re-run

Peugeot Automobiles Australia will sponsor latest adventure, reports Peter Wilson

Rerun organiser Graham Wallis had a Redex experience while scouting the Horror Stretch near Marulan.

Paddy's River was in flood and the lowsided bridge across it was covered in water. He got halfway across in his Peugeot 205 but, being by himself with no facilities, he decided to back out and return to Marulan. "I reckon a 203 would have made it!" he told fellow rerunners in an email update.

In the 1953 Redex Reliability Trial, the tricky Horror Stage was added on the last day as a tie-breaker for all the front runners and the Marshall Tubman Peugeot 203 stalled while crossing the river. However, it restarted immediately and went on to win the event.

Graham's trip was to scout the route from Shepparton to Marulan and to work out the things to do and the people to see on the final days of the event. It's all necessary preparations so he can write the detailed route and event instructions for the crews.

After months of uncertainty, the organisers of the 2013 Redex Rerun are breathing easier: Peugeot Automobiles Australia has agreed to provide their financial sup-

port, which will ensure that the event is a success.

The money will help with the cost of meals, transport costs for officials and the inevitable incidental expenses. This is great news, organisers said.

Until PAA came through with its support, the prospects of the rerun's financial success were looking bleak. The organising committee has now gone into overdrive to make the 2013 Rerun as successful as the 2003 event.

With the Peugeot support it can now be confirmed that the following Peugeot dealerships will be involved: Pacific Euro sales in Newcastle, Tamworth City Prestige, West Car Sales in Bundaberg, Rockhampton Prestige, Ballarat City European, McPherson Motors in Shepparton, Melrose Peugeot in Canberra, and Peter Warren Automotive at Warwick Farm.

The makers of Redex have given their permission for use of the name and logo in the event, which has removed another potential problem. If they weren't allowed to use "Redex" in the event's name, it would have been difficult to get across the whole point of the event.

There are now close to 30 entrants. A large proportion of these have entered their 203 Peugeots, the make and model that did so well not only in the original 1953 Redex but in the two Redex Trials that followed.

Entrants will be accepted up until 19 April and even if a club member doesn't have an early Peugeot some arrangement may be made for participation. Cars will assemble in Maitland for scrutineering on 13 May and after a celebratory

dinner will set off the next morning for the first overnight at Inverell's Fossickers Rest.

Over the following days the cars will take in Dalby, Bundaberg, Emerald, Longreach, Winton, Mt Isa for two days, Matarinka and then Darwin for two days before heading south on 26 May. The cars will leave Canberra on the final leg on 8 June, taking in the Horror Stretch on the way and will finish at Parramatta.

The final dinner will be held that night at the Parramatta Workers Club. The day-to-day activities are looking great – magnificent out-back scenery, unique tourist attractions, car displays, visits to otherwise private collections, meals at all types of venues, low-key sporting sub events, and of course the pleasure of driving these great cars.

For more information contact Graham on ewal7731@bigpond.net.au.



Peugeot Car Club of Victoria 60th Anniversary REDEX Rerun Itinerary

Saturday 11/5 Sunday 12/5	Time to drive to Maitland from your home, you might like to detour and visit Hunter Valley wineries prior to meeting at Maitland.
Monday 13/5	Afternoon, assemble at Maitland Park for Check-In followed by dinner at Maitland City Bowling Club in Rutherford. Redex photo display courtesy of Hal Moloney. Hal to speak about Ken Tubman. OVERNIGHT MAITLAND
Tuesday 14/5	Start at 0800hrs at Maitland Park travel via Singleton, Muswellbrook, Werris Creek, lunch at Tamworth Peugeot Dealer, Barraba, Delungra, Inverell. Distance to lunch stop 250 km Distance to Inverell 230 OVERNIGHT INVERELL- Total distance 480km
Wednesday 15/5	Start at Inverell Transport Museum (Breakfast), Texas, Lunch at Inglewood, Motorkhana at Millmerran, Dalby. Distance to lunch stop 180km Distance to Motorkhana 70km Distance to Dalby 90km OVERNIGHT DALBY- Total distance 340km
Thursday 16/5	Start Dalby, Economy run from Jandowae to Mundubbera, lunch at Gayndah, Motorkhana at Bundaberg Showgrounds. Distance to lunch stop 255km Distance to Bundaberg 160km OVERNIGHT BUNDABERG – Total distance 415km

Friday 17/5	Start at Peugeot Dealer Bundaberg, Berrigonda, Miriam Vale, Lunch at Rockhampton Peugeot Dealer, Blackwater, Emerald Distance to lunch stop 290km Distance to Emerald 270km OVERNIGHT EMERALD. – Total distance 560km
Saturday 18/5	Start at Emerald Tourist Information Centre Alpha, Lunch at Barcaldine and tourist sites Longreach. Finish at Longreach Annual Show, Motorkhana. Distance to lunch stop 310km Distance to Longreach 110km OVERNIGHT LONGREACH – Total distance 420km
Sunday 19/5	Start and breakfast at Qantas Museum. Photo line-up next to Qantas 747 and museum tour. Finish at Winton Tourist Information and Matilda Centre between 1500 & 1600 hrs. Dinner at Matilda Country Tourist Park. OVERNIGHT WINTON – Total distance 180km
Monday 20/5	Start at Winton Tourist Information Centre, Kynuna, McKinley (Walkabout Creek Hotel), Lunch at Cloncurry, Mary Kathleen Museum, then visit the former Mt Isa town site, Distance to lunch stop 350km Distance to Mt Isa 120km OVERNIGHT MT ISA. – Total Distance 470km
Tuesday 21/5	Rest day Mt Isa. Rest or tourist spots including Underground Hospital. OVERNIGHT MT ISA

Peugeot Car Club of Victoria 60th Anniversary REDEX Rerun Itinerary continued

Wednesday 22/5	Start Mt Isa tea break Drovers Camp Camooweal, Lunch Barkly Homestead, finish at Tennant Creek Visitor Centre Distance to tea break 190km Distance to lunch stop 260km Distance to Tennant Creek 210km OVERNIGHT TENNANT CREEK – Total distance 660km
Thursday 23/5	Start Tennant Creek Visitor, Tea break Renner Springs, Lunch break Daly Waters, Newcastle Water, finish at Mataranka Homestead Distance to tea break 160km Distance to lunch stop 240km Distance to Mataranka 170km OVERNIGHT MATARANKA – Total distance 670km
Friday 24/5	Start at Mataranka Homestead, lunch Katherine, Pine Creek finish East Point Darwin Distance to lunch Stop 200km Distance to Darwin 195km OVERNIGHT DARWIN – Total distance 395km
Saturday 25/5	Rest day Darwin. Car ser Vicing at Darwin Car Club's facilities or Tyrepower. Dinner at Darwin Trailer Boat Club after inspecting Car Club premises. OVERNIGHT DARWIN

Sunday 26/5	Start Mindil Beach Darwin, tea break then Adelaide River to Pine Creek Economy Run, lunch Katherine, Mataranka, finish Daly Waters Distance to tea Break – 115km Distance to Economy Run finish Pine Creek – 110km Distance to Daly Waters 360km OVERNIGHT DALY WATERS – Total distance 585km
Monday 27/5	Start Daly Waters, lunch Renner Springs, Rest Stop Devils Marbles, Wycliffe Well Distance to lunch stop – 240km Distance to tea break – 160km Distance to Wycliffe Well – 130km OVERNIGHT WYCLIFFE WELL – Total Distance 530km
Tuesday 28/5	Start Wycliffe Well, Barrow Creek, Ti Tree, lunch Aileron, Alice Springs, finish Transport Hall of Fame, BBQ Dinner Distance to lunch stop – 220km Distance to Alice Springs – 150km OVERNIGHT ALICE SPRINGS – Total Distance 370km
Wednesday 29/5	Start at Transport Hall of Fame at Alice Springs, lunch Erldunda, tea break Curtin Springs, Yulara. Distance to lunch stop – 200km Distance to tea break – 160km Distance to Yulara – 85km OVERNIGHT YULARA – Total Distance 445km
Thursday 30/5	Yulara rest day. Visit Ayers Rock and the Olgas. OVERNIGHT YULARA.

Peugeot Car Club of Victoria 60th Anniversary REDEX Rerun Itinerary continued

Alternative – gravel route Wednesday 29/5	Alice Springs, Henbury, tea break Wallara Ranch, Kings Canyon finish. Distance to Break – 230km Distance to Kings Canyon resort – 100km, OVERNIGHT Kings' Canyon – Total distance 330km
Thursday 30/5	Kings Canyon, Wallara Ranch, Angus Downs, Fuel and refreshments Curtin Springs finish Yulara. Distance to Curtin Springs – 210km Distance to Yulara – 140km OVERNIGHT YULARA – Total distance 350km
Friday 31/5	Start Yulara, lunch Erldunda, Kulgera, tea break Marla, Coober Pedy finish Distance to lunch stop – 245km Distance to break – 250km Distance to Coober Pedy – 235km OVERNIGHT COOBER PEDY – Total distance – 730km
Alternative – gravel route Friday 31/5	Mulga Park and the Eastern end of the Gunbarrel Highway. Late lunch at Marla or back track to Kulgera Coober Pedy finish. OVERNIGHT COOBER PEDY – Total distance – approx. 750km

Saturday 1/6	Start Coober Pedy Museum, lunch and tour package Woomera, Port Augusta finish. Distance to lunch stop – 375km Distance to Port Augusta – 180km OVERNIGHT Pt. AUGUSTA – Total distance – 555km
Sunday 2/6	Start Port Augusta, Wilmington, Jamestown, lunch Burra, Morgan, Blanchetown, Walky Park Motorkhana finish at Nuriootpa Tourist Park. Distance to lunch stop – 200km Distance to Walky Park – 150km Distance to Nuriootpa – 40km OVERNIGHT NURIOOTPA.
Monday 3/6	Rest day in Nuriootpa. Lunch at Peter Lehmann Wines; visit the attractions of the Barossa Valley. OVERNIGHT NURIOOTPA
Tuesday 4/6	Start Nuriootpa Tourist Park, Sedan, Murray Bridge, Tailem Bend, lunch Keith, Frances, tea break Natimuk, Brimpaen, Halls Gap, Stawell Distance to lunch stop – 245km Distance to tea break 206km Distance to Stawell - 130km OVERNIGHT STAWELL Total distance – 581km
Wednesday 5/6	Start Stawell Tourist Information Centre, start Touring Assembly, lunch at Ballarat Showgrounds, finish at Shepparton Peugeot dealer. Distance to lunch Stop – 130km approx Distance to Shepparton - 240km approx OVERNIGHT SHEPPARTON - Total distance – 370km

Peugeot Car Club of Victoria 60th Anniversary REDEX Rerun Itinerary continued

Thursday 6/6	Start at Shepparton Motor Museum, Katamatite, Yarrawonga, lunch Howlong Golf Club, Jindera Motorkhana, Holbrook, Rosewood, Tumbarumba, Batlow, finish Tumut, Distance to lunch stop – 150km Distance to Tumut - 220km OVERNIGHT TUMUT - Total distance – 370km
Friday 7/6	Start Tumut Snowy Mountain Highway, Tea break Adaminaby, Lunch Cooma (organised by car club), finish at Canberra Peugeot Dealer Distance to lunch stop – 180km Distance to Canberra - 115km OVERNIGHT-CANBERRA - Total distance – 295km
Saturday 8/6	Canberra, Bungendore, Goulburn, 1953 Horror Stretch finish Warwick Farm Peugeot Dealer, Gala Dinner at Parramatta. Distance to lunch stop – 165km Distance to Warwick Farm - 100km Total distance – 265km
Sunday 9/6	Start the drive home!



Contact Graham Wallis 0429 939 619
 ewal7731@bigpond.net.au
 REDEX RERUN 2013
 60 years
 1953-2013

PEUGEOT CAR CLUB OF VICtORIA 60th Anniversary REDEX Rerun

Confirmed Entries as at 25/03/13

Rod Piggott	Peugeot 404
Kim Pollock	Peugeot 404
Don Pearson	Peugeot 204
Ian Reddoch	Peugeot 203
Dave Rowell	Peugeot 403 wagon
Les Hanson	Peugeot 203
Peter Nash	Peugeot 203
Jack Phillips	Humber 53
John Brumby	Peugeot 203
Rod Farrell	VW Beetle 57
John Vagg	Peugeot 203
Joan Hoey	Peugeot 505
Phil Bromley	Peugeot 403
Colin Handley	Peugeot 203
Ted Geermans	Peugeot 203
Damien Jenkins	Peugeot 203 Styleside
Robert Crosland	Peugeot 403
Ian Hampton	Peugeot 203
Doug Fernie	Peugeot 203
Don Tracey	Peugeot 203 wagon
Paul Watson	Peugeot 403
Peter Dobe	Peugeot 203
Geoff Boyd	Peugeot 203
Les Jennings	Peugeot 203
Keith Boyd	Peugeot 203 Van
Philip Thompson	Peugeot 203

Entries to be confirmed

Neville Summerill	Peugeot 203
Stephen Waddington	Peugeot 203
Robin Ingles	Peugeot 203
Allan Horsley	?
Larry Trappet	Peugeot 3008
Rod Farrell's mate	VW
Chris Cuyler	Peugeot 203
Andres Porta	Peugeot 403
Kora Lissett	Peugeot 203

Entries to be approved

Larry Trappert	Peugeot 3008
Chris Lee	Holden Commodore rally car
John Watt	VW (1970s club motorsport car)

Maybe entries

John Burchell	Peugeot 203
Robin Ingles	VW from Ampol Rerun
John Watt Green	3008! Maybe PAA would like?
Larry Trappet	
Chris Reid	
Malcom Pollit	Peugeot 203
Bruce Briereley	Peugeot 504
Craig Latta	Peugeot 203
Allan Horsely	Peugeot 203



Peugeot reveals Sebastien Loeb's 208 T16 Pikes Peak challenger

Peugeot has pulled the wraps from its new 208 T16 racer, revealing rally champion Sebastien Loeb's ride for this year's Pikes Peak International Hill climb in June.

Following in the footsteps of the 405 T16, which took back-to-back wins in 1988 and 1989, the 208 racer borrows the look of its production sibling – but little else.

"Its proportions are very different to those of the production 208," Peugeot designer Michael Trouvé said.

"This difference gives it an almost beast-like appearance. Peugeot Sport provided us with a number of technical constraints, such as the width, body height, location of the wheels and engine, and we worked to this brief to produce an extreme take on the 208."

Underneath the familiar skin (now carbon-fibre) lies a lightweight race-ready space-frame chassis, wrapped around a central driving position.

The exterior has been given all the necessary aero tweaks, while a mid-engined layout and all-wheel-drive system are also in play.

Entered in the Unlimited class with

the goal of outright Victory, Peugeot is keeping quiet on numbers. But as a point of perspective, the T16's Nurburgring 24 Hour cousin offers a huge 224kW - up from 147kW in the road-going 208 GTi.

The 208 T16 Pikes Peak racer is by far the more extreme of the two.

Peugeot will enter two cars in the Nürburgring 24 hour endurance race next month. The team's eight drivers have all been selected from the 208 GTi Racing Experience program in Europe.

The Motor Report







Harah for the 404s

Peter Wilson

Time stands still in the ancient walled holy city of Harah, on a plateau on the eastern Ethiopian highlands about 500 km from Addis Ababa.

For a thousand years it's been a crossroads of trade and cultures, where caravans from the Red Sea and the Horn of Africa met Central African merchants, where

scholars and poets have traded ideas, where a dozen languages are heard in the cobblestone alleys.

With 368 alleyways squeezed into just 1km², 87 mosques and 102 shrines, coffee scents wafting through the streets, animated markets, superb architecture, charming people and its special ambience, Harah has been listed on UNESCO's World Heritage List since 2006 in recognition of its cultural heritage.

This living museum in Christian

Ethiopia is the fourth holy city of Islam and some mosques date from the 10th century.

The city wall, four metres high and with five gates, each facing a trade route, was built to fortify it after the sixteenth century wars. That was a golden age and the city, where the coffee plant was domesticated, became known for its coffee, poets, Islamic



scholars, weavers and basketmakers and bookbinders.

It is also the source of the mildly narcotic chewing leaf qat, or chat. The city has seen many changes in political fortunes but lost some commercial importance when the terrain cost it a railway link in 1902. The trains no longer run and the main way to get there

now is an adventurous minibus or bus ride through the gorges.

Today Harar is home to 120,000 people – both Muslims and Christians – and some residents still speak the Harari language, as do members of Melbourne's Harari community.

It's still in a time warp. Camels and

donkeys still jostle each other in the narrow streets where robed women walk carrying bundles of firewood or plastic containers of water and street vendors fire up their woks with twigs.

It seems to have hardly changed since French poet Arthur Rimbaud was there in the nineteenth century (his so-called house is now a museum).

Some twentieth century influences have intruded: the amplified sound of prayers and raffle salesmen, Indian scooters, dial-up internet and hundreds of blue or blue and white Peugeot 404 taxis, as we discovered in these photographs that Guy Nolleau has sent.

Although the Peugeot 404 was built between 1960 and 1975 in France, assembly continued in Kenya until 1991 so the taxis most likely came from there.



Some still have gleaming paintwork. Some have lost their gloss in the sun and some have their bonnets open for roadside repairs. The blue Peugeot may be very special – in Harar blue houses indicate the owners have made the pilgrimage to Mecca.

The internet abounds in tourists' snaps of them as they are more of a curiosity than the tuk-tuks (with steering wheels), Toyota vans and Landcruisers, and 20-tonne trucks that are also sighted in Harar.

Ethiopia is one of the few African countries without a Peugeot website, which may explain why in its other cities, later Ladas dominate the taxi trade.

The Pugilist



PAC Minutes of General Meeting

26 March 2013

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Sperring	CACTMC Delegate
Col Handley	Committee Member
Neil Birch	Committee Member
Ian Brock	
Allan Lance	
Greg Francis	

Apologies

John Bower
Bill McNamee
Glen Bryden

Introduction

1. The meeting opened at 8:25pm by Brad Pillans.

Previous meeting

2. The minutes of the 26 Feb 13 meeting were read. Brad Pillans moved that the minutes be accepted, Seconded: Allan Lance, Result: Carried.

Matters Arising from the Previous Minutes

3. a. Item 8 The placing of CACTMC

Events on the PAC Website. Neil has provided a copy of the CACTMC Events for comment at this meeting prior to placing on PAC web site.

b. The matter of the position of the Public Officer – within the Committee or not? - Ongoing.

Financial position

4. Col Handley presented the financial report on behalf of Glen Bryden. The PAC is in a sound financial position with \$11,105.24 cash at bank, plus Greg Francis' Fee of \$30.00.

Secretary's Report

5. Inward correspondence:

- Club Magazines.
- Emails from CACTMC and other parties advising forthcoming motoring events.
- Brad received correspondence from the Restaurant Le Tres Bon WRT
- Bastille Day Lunch – Brad to provide details at next meeting.
- Letter from Narrandera Shire advising availability as a tour destination.
- Letter from Covercraft car covers offering discount with Club Artwork.

6. Outward correspondence – Nil.

Council of ACT Motor Clubs (CACTMC) Delegates Report

7. Main points of interest detailed by Neil Sperring:

a. Centenary Rally from Jervis Bay to Canberra. Situation Report outlining the CACTMC ad Vice to clubs through their delegates not to become involved with the running of this event

if the National Trust is unable.

b. CACTMC Affiliation Fees: Due in May, in addition Clubs will be required to supply a list of vehicles in CRS scheme detailing Registration, Make, Model and Colour along with the fees.

8. The PAC President indicated that PAC is happy to comply with CACTMC decisions.

General Business

9. 2013 Easter Pageant: Brad Pillans and Sue representing PAC at this event.

10. Bastille Day – Discussion on activity/venue at next meeting.

11. The Battle of Waterloo to be held 16 June 13 at The Rond (Lakeside at end of AN-ZAC Parade). The meeting discussed the option of canvassing the organisers for an alternative venue that is less exposed to the weather.

Action: Brad to Discuss with Renault Car Club officers.

12. REDEX Re-run will be in Canberra at the Car-o-Tel presenting an opportunity for PAC to support the event.

Action: Col Handley to liaise with organisers and inform PAC.

Close

13. The Meeting closed at 9:15pm. The next meeting will be held on Tuesday 23 April 2013.