

# ROAR

Magazine of the Peugeot Association of Canberra



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### ON THE COVER

The pair of Peugeot RCZs at the 2013 Bathurst 12 hour. Invitational Class One: 21-11 - B.Jouanny/D.Wall/A.Jones - Team Peugeot RCZ - Peugeot RCZ Cup (16th outright)

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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**G**reetings all,

Welcome to 2013, the year in which the centenary of Canberra will be celebrated. On 12 March 1913, foundation stones were laid by the Prime Minister (Andrew Fisher), the Governor General (Lord Denman) and the Minister for Home Affairs (King O'Malley), after which the Governor General's wife (Lady Denman) stood atop the foundation stones and proclaimed 'I name the capital of Australia – Canberra'.

The foundation stones are not sign-posted, but can be seen on the lawns in front of Parliament House. There is also an exhibition, currently on display in Parliament House, about the foundation stones - worth a look in Canberra's centenary year!

I hope you all had an enjoyable, safe and relaxing Christmas-New Year break – did Santa

bring anyone a new car for Christmas? Not me, but the rest is all true, apart from a minor mishap on Christmas Eve – I backed the 508 out of the garage and confess that I made contact with my son's 406. Dents to both vehicles, except that in the case of the 508, I was able to push the rubber bumper bar back into shape, with just a couple of minor paint chips remaining to tell the tale. Not so lucky with the front wing of the 406 – good old fashioned steel does not easily 'pop out' when dented. The rear parking sensors in the 508 activated, of course, but I didn't react quickly enough!

In the latest issue of the NRMA members magazine, the NRMA announced Best car Awards for 2012. Despite a dozen or more categories, with 3 place-getters named in each, only one award went to a Pug – 3rd prize went to the 508 Allure in the category of 'Best Large Car Under \$60,000'. What I found most interesting (or should I say, sad), was the identity of the first and second placed cars in the category. The winner was the Ford Falcon G6 EcoBoost, and second place was the Toyota Aurion AT-X. As it happens, my next door neighbour is a Toyota salesman, so we plan to do a comparison between the Aurion and the 508 – to be reported in the next issue of Roar.

Good to see a Peugeot presence in the recent Bathurst 12 hour race – two factory RCZ's, with a team of 6 drivers (3 from France and 3 from Australia), were competing in an invitational class for cars under 1600 cc, which included a Lotus Elise and a Lamborghini Gallardo, neither of which finished! In fact the Lambo only managed 11 laps. Consequently, the two Pugs, which were powered by the RCZ's 1.6-litre turbocharged four-cylinder petrol engine producing 190kW @ 6500rpm, 290Nm @ 3500-5500rpm, finished first and second in class and a creditable 16th and 23rd overall.

Our first club meeting for 2013 will be at the Weston Club at 8pm on Tuesday 26 February, with dinner from 7pm. So, why not come along and join us

for a drink and a bite to eat to kick start our club year?

Our first club event for the year will be a French car drive on Sunday, 24 February, to Millpond Farm near Braidwood, to see an exhibition of antique toys and dolls in the gallery, as well as some antique cars and carriages. See their website for more details: [www.millpond.com.au](http://www.millpond.com.au). The plan is to meet in Braidwood at the bakery at 9.30am for coffee, then head out the farm (about 10 mins away), returning to Braidwood for lunch. Our thanks to Lisa Molvig, from the Renault club, for organising this interesting drive, as well as others later in the year.

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  
6232 6062, 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 (TBC)  
Neil Birch (TBC)

## Public Officer

Geraldine Butler



# CLASSIFIEDS

## FOR SALE

### 504 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 - carlaaaalexandra@hotmail.com or 0439037292.

### 405 Mi16 - photos overleaf

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

### 405 sedan - photo at right

405 sedan 294,000 km. One owner since new. Absolutely original condition and purring like a Peugeot does. Totally reliable and still loved. 7.3 l/100km. Uses no oil. Metallic blue, no fading, always garaged. Paint and fabric protection treatment. Original purchase papers and handbook. Radio security code. Good tyres. Registered in ACT to March 2013. \$2,390. Contact: 02 6292 0006

## FOR SALE

### Wanted

406 manual 2 litre or HDi. Phone James Wilson, 0406 883 233.

### 306 XSi parts

306 XSi Build Date: 10/00. 5 Bianca White Doors with seals, keys and hatch struts; one very small (less than 1c pce) dent. Rear bumper, catcon and rear muffler only 6 and 3 months work respectively. Front Pads n Discs - 12 months work. Rear Pads n Discs - 3 months work. Headliner. Make an offer, keen to offload at way below replacement price. 0404053292 or keith@oldschooltrimmers.com.au











# CLUB EVENTS 2012

## Calendar

- 26 February** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.
- 17 March** Shannon's Wheels, Thoroughbred Park, Canberra. See accompanying details and please contact Neil Sperring if you plan to attend, at [spring@emailme.com.au](mailto:spring@emailme.com.au)
- 26 March** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.
- 29 March** Peugeot Easter Pageant, Wadonga. See accompanying details.





## 17 March 2013

# Thoroughbred Park



Display and Charity Day for all Clubs affiliated with  
The Council of ACT Motor Clubs  
Visiting Clubs are welcome. Display vehicles arrive from 8.00am  
**Spectators from 9.00am till 3.00pm**  
Entry by gold coin donation



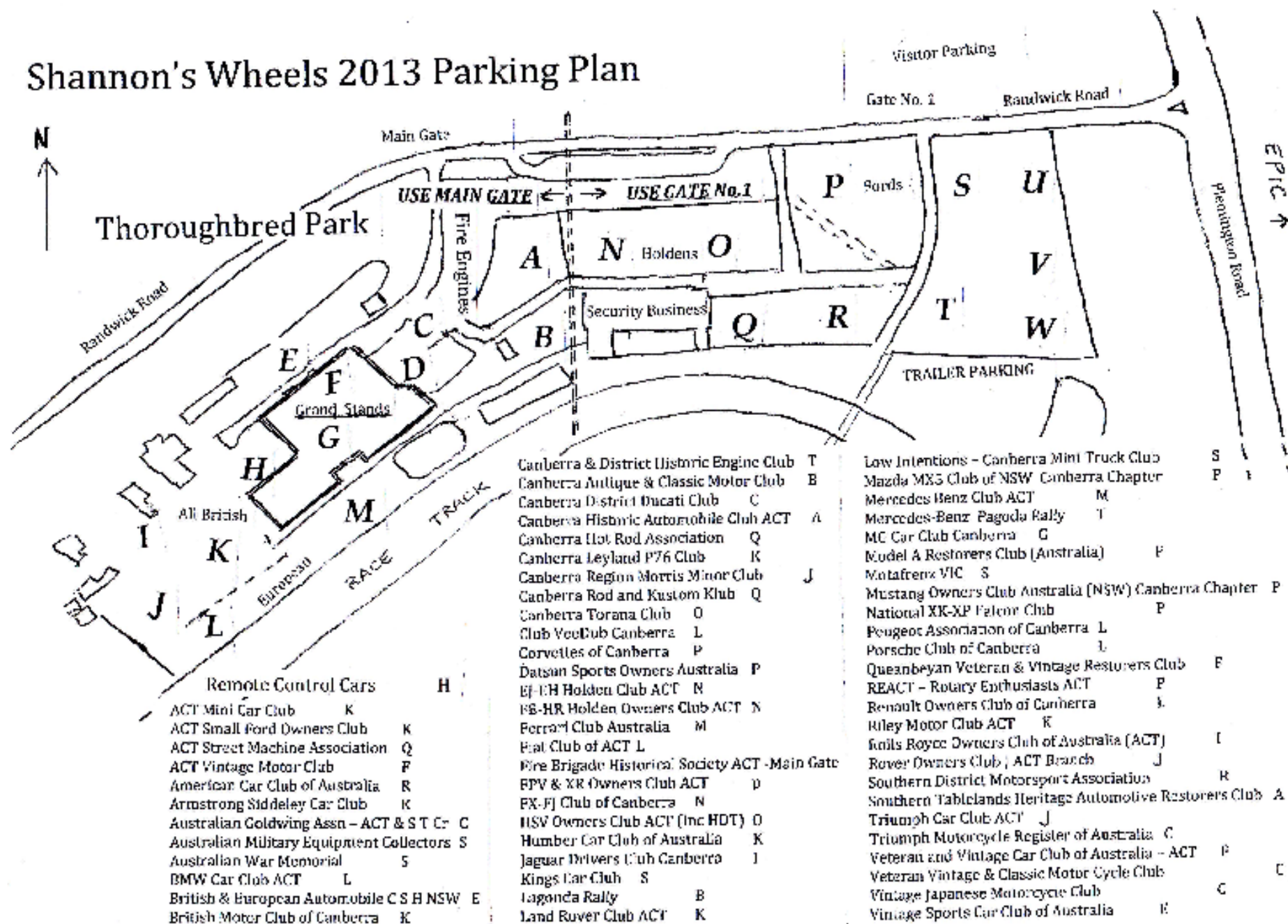
*Celebrating 100 Years  
of Motoring in Canberra*

Organised by Canberra Antique & Classic Motor Club  
and Mercedes Benz Club.

Contact: Roger Amos - tel: 02 6254 2546 - eml: [amosr@grapevine.com.au](mailto:amosr@grapevine.com.au)



# Shannon's Wheels 2013 Parking Plan





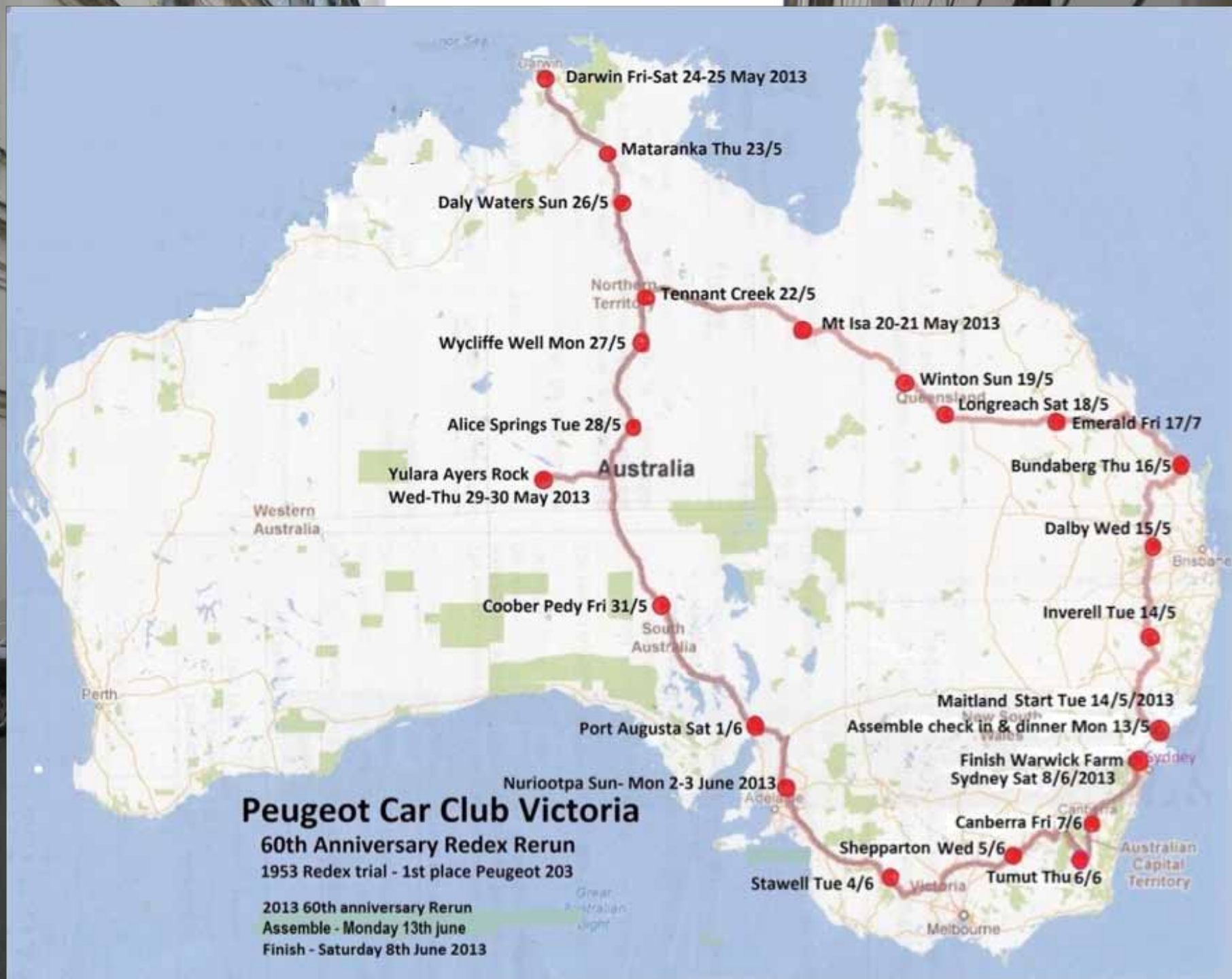
## Redex Rerun 2013

The event activity schedule is presently being set up, below is where we are at at the moment. More to come! Fewer organised activities once we get into the Outback, but made up for by the tourist attractions you may otherwise have not been in a position to experience.

- Event start at Maitland City Bowling club with dinner, Round Australia Trial guru Hal Moloney will be organising a display of photos including some of 203s, that have recently come to light. Hal will also tell us of his time spent with Ken Tubman.
- The start location at Inverell will be at the Transport Museum, including breakfast. This will be publicised to the general public.
- Motorkhana at Millmerran.
- Economy run between Dalby and Bundaberg, we are also hoping to again visit the magnificent Citroën collection in Gayndah.
- Motorkhana at Bundaberg Showgrounds.
- Lunchstop and tour at historic Mt Morgan.
- Stockmans Hall of Fame at Longreach.
- Breakfast, tour at Qantas Museum Longreach, photo opportunity next to their 747 and 707.
- Waltzing Matilda Centre at Winton.
- Walkabout Creek Hotel, McKinley.
- Mary Kathleen Town site and museum in Cloncurry.
- Range of activities in Mt Isa - Rest day 1.

- Camooweal Drover's Camp.
- Renner Springs lagoon
- Mataranka Hot Springs
- Cutta Cutta Caves tour.
- Adelaide River Station Museum
- Dinner at Darwin Vehicle restorers Club, original Qantas Hangar in Darwin.
- Rest day 2 in Darwin, many activities.
- Economy Run from Adelaide River to Pine Creek via old Stuart Highway.
- Daly Waters Pub
- Telegraph Station at Tennant Creek, Tuxworth Fullwood House.
- Devil's Marbles.
- Lunch at Transport Hall of Fame Alice Springs
- Motorkhana at Arunga Park
- Uluru via King's Canyon or the Highways.
- Rest day 3 at Uluru.
- Breakaways near Coober Pedy
- Woomera Tour
- Special lunch in Barossa Valley, rest day 4.
- Motorkhana at Walky Park.
- Navigational Road event in Victorian Goldfields.
- Visit and public display at Shepparton Motor Museum.
- Motorkhana at Albury.
- Stopover in Canberra.
- Travel via original 1953 "Horror Stage" near Marulen.
- Final Dinner in Sydney.

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





## Redex Trial gets another go

Paul Watson

The spirit of the great round-Australia trials of the 1950s is still burning – at least in the hearts of scores of lovers of classic cars.

In those days the trials drivers were superstars. Names like “Gelignite” Jack Murray, Jack Davey, Possum Kipling, Peter Antill, Tom Sulman, Stan Jones, Lex Davison, David McKay, Charlie Dean and Bill McLachlan were revered.

There was no television then, and the nation would follow the exploits of their favourite drivers at movie theatres showing newsreels. As shown in the film ‘Newsfront’, the newsreel crews often became part of the story as they drove like madmen just to keep up with the competitors they were filming.

The roads were rough and the speeds needed to keep up were insane, yet competitors were fined if caught speeding.

Newspapers and radio stations entered cars and featured daily reports from the competing drivers.

The cars for such trials had to be tough and many reputations came to grief on the corrugated outback tracks that passed for roads in those days. But some makers, no-

tably Peugeot and Volkswagen, established their names in Australia by proving more reliable and stronger than better-known brands.

The first big round-Australia was the 1953 Redex Trial, with 200 entries, many of them Holdens and the products of the big US and British manufacturers. But it was the diminutive Peugeot 203 of Ken Tubman and John Marshall that came home first, ahead of a Humber Super Snipe and a Chrysler Plymouth. In fact, all 11 Peugeots in the event finished, which was remarkable, given that the attrition rate was so high.

Peugeot also did well in the 1954 and 1955 Redex Trials and then won the first Ampol Trial in 1956, with the 403 of Wilf Murrell and Allen

Taylor from Hillston, NSW.

By now Peugeot was recognised as one of the toughest cars in the world, which is not surprising, given that they were made to withstand the horrors of the French colonies in Africa. The marque’s successes in the East Africa Safari are testament to this strength.

There are still plenty of old Pugs on the road in Australia, with owners who like nothing better than getting out on the backroads and showing what their trusty steeds can handle. In recent years there have been groups of Peugeots going around Australia (clockwise and anti-clockwise), from Wilsons Prom to Cape York, and later this year some intrepid Peugeotists will set out from Cairns and drive



south-west to Busselton in Western Australia. Why? Because they can.

But before that there will be an event to mark the 60th anniversary of the first Redex victory. As with the successful 50th anniversary rerun in 2003, the touring road event is organised by the Peugeot Car Club of Victoria, the oldest Peugeot club in the world and the biggest in Australia.

Most of the vehicles taking part are 203s or 403s, but there will be at least two oval window VWs (a Beetle like the one that won the 1955 Redex), a 1953 Humber (the same model that placed second in 1953) and a few other special entries. Two of the 203s entered are rare Style-side utes, which were available only in Australia. (The Melbourne distributor for Peugeot in the 1950s, Canada Cycle, realised there was a demand for a Peugeot ute, so they cut down panel vans to suit.)

The rerun will take in 10,000km, over 25 days. Starting from Maitland, home of the late Ken Tubman, on 14 May, the cars will head north through Tamworth, Inverell, Dalby and Bundaberg, where they will head north-west through Emerald, Longreach, Winton and Mount Isa to Tennant Creek. From there the field will travel north through Daly Waters and Mataranka to Darwin for a rest day.

Heading south again, the cars

will overnight at Daly Waters and Alice Springs, then detour to Yulara for a rest day before pushing on to Coober Pedy and Port Augusta, with another rest day at Nuriootpa.

The home run will be through Stawell, Ballarat, Shepparton, Canberra, finishing at Warwick Farm on 8 June.

Because the outback highways are relatively well kept these days, it's unlikely that any "horror stretches" will be encountered, although the original tie breaker section from 1953 will once again be traversed, but some of the vehicles taking part are over 60 years old, so a spirit of adventure is absolutely essential.

Items such as rear axles and lever-arm shockers are getting hard to find, even if you know where to look, so there will be a support truck, carrying spares and mechanical equipment. (In the 50th Anniversary Rerun in 2003, which involved almost 90 cars, a British-entered 203 was given an overnight motor transplant in Mount Isa.)

The Redex Rerun is again being organised by rally veteran Graham Wallis, with assistance from Peugeot Automobiles Australia and the distributors of Redex products.

For more information contact Graham on [ewal7731@bigpond.net.au](mailto:ewal7731@bigpond.net.au)





## Easter Pageant 2013 in Wodonga

The 2013 Peugeot Easter Pageant will be hosted by the Peugeot Car Club of Victoria in the border city of Wodonga. Below are some details regarding the weekend:

### Accommodation

Accommodation booking is the responsibility of each participant. We have pre-booked accommodation the Stagecoach Motel and the Wodonga Cabin and Caravan Park which are adjacent to each other on Melbourne Road (the old Hume Highway). Both have breakfast/meal making facilities, and for those who chose to stay at the Stagecoach, breakfast is available from the motel.

Discounted rates have been negotiated at both venues.

Speak to Damien or Louise at the Stagecoach Motel (02) 6024 3044 and David or Robyn at the Cabin/Caravan Park (02) 6024 2398 and mention you will be attending the Peugeot Pageant. The program for the Easter weekend will be as follows:

### Friday:

- For early arrivals on Friday, we have put together a short drive through the Indigo Valley to historic Chiltern and return.
- A welcome dinner will be provided in the evening.

### Saturday:

- Saturday starts with the Concourse/display of cars at the Howlong Golf Club, some 25km from Wodonga.
- Morning tea and lunch will be provided at the Howlong Golf Club
- Saturday afternoon, you have the choice of a motorkhana OR

- An observation run through some historic, northern Victorian towns, passing some of the best vineyards in the area.

- Saturday night's dinner will be located at a restaurant in the centre of town.

### Sunday:

- On Sunday, we head south and east of Wodonga through some lovely country in the Kiewa and Mitta Mitta Valleys and then travelling along the Victorian shoreline of Lake Hume. This is the main observation run for the weekend and will include lunch.

- Sunday night we have the presentation dinner

### Monday:

- The weekend will conclude with the traditional farewell breakfast.

Please note: Breakfast on Saturday and Sunday is not provided and is the responsibility of participants.

Should you wish to extend your stay, there is much to see around Albury/Wodonga area.

Any questions, don't hesitate to contact Murray Knight (03) 9728 3096, Allan Horsley (03) 9499 5861 or Tim Farmilo (03) 8711 4050

Looking forward to seeing you in Wodonga at Easter 2013.



## REGISTER NOW FOR THE ANNUAL EASTER PEUGEOT PAGEANT



The 2013 Peugeot Pageant will be hosted by the Peugeot Car Club of Victoria in the border city of Wodonga.

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#### FRIDAY

- For early arrivals on Friday, we have put together a short drive through the Indigo Valley to historic Chiltern and return
- A welcome dinner will be provided in the evening

#### SATURDAY

- Saturday starts with the concours display of cars at the Howlong Golf Club, some 25km from Wodonga
- Morning tea and lunch will be provided at the Howlong Golf Club
- Saturday afternoon: you have the choice of a motorkhana OR an observation run through some historic, northern Victorian towns, passing some of the best vineyards in the area
- Saturday night's dinner will be located at a restaurant in the centre of town

#### SUNDAY

- An observation run heading south and east from Wodonga through some lovely country in the Kiewa and Mitta Mitta Valleys and then travelling along the Victorian shoreline of Lake Hume. This is the main run for the weekend and will include lunch
- Sunday night we have the presentation dinner

#### MONDAY

- The weekend will conclude with the traditional farewell breakfast

Please note: Breakfast on Saturday and Sunday is not provided and is the responsibility of participants

Should you wish to extend your stay, there is much to see around Albury/Wodonga area.

Any questions, don't hesitate to contact

Murray Knight (03) 9728 3096, Allan Horsley (03) 9499 5861 or Tim Farmilo (03) 8711 4050

Looking forward to seeing you in Wodonga at Easter 2013.



REGISTRATION OPEN



# Peugeot Pageant

WODONGA, VICTORIA

Easter 2013



Friday 29 March to Monday 1 April 2013



A short and voluntary drive is planned for Friday afternoon. On Saturday the Concours, morning tea and lunch will be held at the Howlong Golf Club followed by a Motorkhana or an interesting drive to some historic northern Victorian towns. On Sunday we will head east into the mountains for a Grand Alpine Tour. Dinners, Lunches and the Farewell Breakfast are included in the Event Fee of \$164 per person.

Activities will be centred on the Stagecoach Motel, Ph. 02 6024 3044 and adjacent Wodonga Caravan and Cabin Park, Melbourne Rd Wodonga, Ph. 02 6024 2598, where special rates have been arranged.

The Event Registrar is Tim Farmilo – email: [tfarmilo@optusnet.com.au](mailto:tfarmilo@optusnet.com.au) – Mob: 0411 240 818.

## REGISTRATION

Easter Pageant 2013 in Wodonga

Friday 29th March to Monday 1st April

PAYMENT OF \$125 PER PERSON IS DUE BY FOUR EARLY BIRD DISCOUNT. AFTER PAYMENT OF \$125 PER PERSON WILL APPLY

Name(s): \_\_\_\_\_

Signature: \_\_\_\_\_

Postal Address: \_\_\_\_\_

State \_\_\_\_\_ Postcode \_\_\_\_\_

Email address: \_\_\_\_\_

Phone: Home ( ) \_\_\_\_\_ Mobile \_\_\_\_\_

I will represent the \_\_\_\_\_ car club at the Pageant.

I expect to be driving a \_\_\_\_\_ with a registration number \_\_\_\_\_

I am interested in participating in the motorhome: yes or no (circle which one applies)

Please list any dietary requirements: \_\_\_\_\_

If you have already booked your accommodation, can you please indicate if it is all ( ) single/semi  
double or ( ) Whodonga Cabin and Caravan Park or other \_\_\_\_\_

### REGISTRATION FEES AND PAYMENT

Registration is \$125 per person for early bird payment, but will rise to \$150 from February 1, 2013. Registration includes meals on Friday evening, Saturday morning tea, lunch and dinner, Sunday lunch and dinner and Monday breakfast.

(1) Payment may be made by either:

(a) Cheque made payable to Peagant Car Club of Victoria Inc, or

(b) Direct deposit to the PCOV bank account BSB 088-070, account number 780-788

Please identify your transaction with your name and the words (Pageant 2013)

(2) Indicate here how you paid: cheque enclosed \$497.44; or direct deposit \$497.44;

(3) Post this form after you complete it (with your cheque if you are paying by cheque) to: Im Farnillo, PO Box 403, Marmonading, N. 5151.

(4) Please send an email message to [ifarnillo@exhustnet.com.au](mailto:ifarnillo@exhustnet.com.au) to let us know that you have registered. This will assist in sending us to send out updates to you.

(5) Final numbers are required by March 15th 2013 for catering purposes

(6) Cancellation: If you cancel after March 15th 2013, a charge of \$100 per registration will apply to recover costs incurred.

The fine print: At the Peagant Easter Pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent care is to be applied by participants. No responsibility is implied nor accepted by the organisers.



## French car drives in 2013

Here is the proposed schedule of events for this year:

**February 24:** Millpond Farm outside Braidwood to see exhibition of antique toys and dolls in the gallery and hopefully some of their collection of antique cars and carriages. See their website [www.millpond.com.au](http://www.millpond.com.au) Meet in Braidwood at the bakery at 9.30am for coffee and then continue to the farm, 10 min from Braidwood to see the exhibition and farm. Return to Braidwood for lunch.

**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](mailto:reno1338@hotmail.com) for further information and bookings.

## Peugeot RCZ triumphant at Bathurst 12-Hour

**T**eam Peugeot RCZ has finished the Bathurst 12-hour event in an impressive position – first and second in their class.

At the end of the 12-hours, Car 21 (driven by French driver Bruce Jouanny and V8 Supercar drivers Andrew Jones and David Wall) climbed 20 positions from the start to finish 16th overall and first in the class.

Car 20 (driven by Jason Bright, Stephane Caillet and Julien Rueflin) was forced to pit during the race after a fuel tank issue lead to a tank change. But, the car continued on to finish the race and, after dropping to 36th position while in the pits, ended up clawing back to 23rd – an impres-

sive result after being out of the race for an hour and a half.

Peugeot RCZ Sport Team Manager Cyrus Ayari was very happy with the team's overall results.

"I'm very happy for Peugeot Australia" he said. "Our two cars had really only minor issues because the fuel tank leak was the consequence of a crash incident. It was racing – the drivers did zero mistakes in tricky conditions, the team was fantastic – no mistakes.

In true Bathurst form, the heavens opened up over the mountain in the last two hours of the race which created perfect conditions to show off the handling capabilities of the RCZ.

"In strategy in the first 10 hours we were not lucky enough. Every safety car wasn't entering the track in our favour. So then the rain comes and the track became very tricky and thanks to the handling of our car we managed to get out of the trouble and our competitors





they went into the wall more than they were supposed to.”

“We are one/two in or category which was expected but, it’s very important, we did 16th overall among much bigger cars than ours with two to three times more power. How could we demonstrate more acutely that you don’t need a huge car to go fast? The handling is fantastic and all through race we were among the quickest.” said Olivier Perez, General Manager.

French driver Bruce Jouanny in the winning car said: “It’s about car reliability, the team’s car preparation and the team’s experience. From the driver’s it is no mistakes. The six drivers they are professional drivers. And consistency is so important. Even if our lap times are not the fastest overall we were all capable of lapping in the same second for 12 hours.”

The Peugeot Sport RCZ’s are powered by a 1.6-litre turbocharged four-cylinder petrol engine producing 190kW @ 6500rpm, 290Nm @ 3500-5500rpm. The suspension has been modified, an additional fuel tank allows 100 litres of fuel to be carried and a modification has been made to the aerodynamics of the vehicle.

The RCZs competed in the new Invitational Class (I1) for cars up to 1600cc.

Andrew Jones, team driver of the winning RCZ said the team’s help and support and knowledge was paramount in the win.

“I would like to thank Peugeot for making it happen within Australia and France. Without support motor racing doesn’t happen and there was plenty of it from both parties,” said Andrew Jones.

“Secondly to Cyrus, Eric and Olivier and the whole team - thanks for welcoming us and

making us comfortable from the outset. 12-hour style racing is very different (to V8s) and they were willing to pass on our knowledge to give us the best result.”

Peugeot Australia





A postcard showing a Peugeot 404 navigating a snow lined road in the French alps. Courtesy Peter Wilson



## Peugeot holds off the tailgater

Peter Wilson

Peugeot retained its place as Australia's leading French marque during the sales boom of 2012, but it only just held off tailgating from a resurgent Renault.

After another disappointing December tally, Peugeot finished the year with 5,071 new car registrations in a national market that expanded 10.3 per cent on 2011 to a new record of 1,112,032 new passenger vehicles.

November Peugeot sales of 453 were level with the previous November while December's 291 was an improvement on the previous December's 252. Peugeot introduced two important new models to its huge range but they were too late in the year to have much im-



pact on the final result.

The extensive local reportage of the Peugeot group crisis in France may have been discouraging to buyers and with the south-eastern gap in Sydney dealerships taking a while to plug, sales were down on the 5,220 units in 2011. Despite this, Peugeot moved up a place to No 22 on the national leaderboard, 304 units behind Volvo, and it

could boast a model that was resisting a trend.

This was the industry's surprise hit – the Peugeot 508 – and it achieved strong sales of 1,085 units, taking it to No. 7 on the large car sales chart. Demand for large cars continued to decline with the segment-leading Commodore dropping 10,000 in sales to 30,532 and the Ford Falcon also down 25 per cent to 14,036.

Nudged along with TV ads, including on cable, the 508 triumphed over the Mercedes E class, which was down 25 per cent on 2011. Several other prestige models also dropped in sales.

Introduced in 2011 with supply hiccups, the 508 found 1,370 new owners by the end of the year. Though Peugeot Automobiles Australia has said supplies of the model are no longer a problem, dealers have indicated it is harder to get hold of the premium GT model.

Meanwhile, Renault had a bumper December and proclaimed a record year, closing its gap behind Peugeot to just 60 units. Two models were ranked No 20 in their classes, the Megane in the small car segment and the Latitude in medium cars.

Renault expanded its dealer network and promotion. Its result of 5,011 deliveries was a 38 per cent increase in 12 months and took its position from No 25 last year to No. 23.

Citroën had a great year, helped with

outgoing distributor Ateco slashing prices to clear stocks before passing on the baton. Its sales rose from 1,415 units in 2011 at No. 36 to 1,702 at No. 27 and ahead of makes including Ssangyong, Fiat, Porsche, Chrysler, Jaguar and Chery.

Sime Darby has not said anything yet about bringing the group vehicle logistics under one roof. Big changes have been taking place in the market and some luxury brands lost ground or did not match the industry trend.

Opel arrived with stated ambitions of achieving a respected position like that of Peugeot. Despite heavy promotion its models failed to match the popular-

ity they enjoyed with Holden badges and the part year total was 541 sales from its limited dealerships.

Assisted by offers of low finance on new cars, buyers have been snapping up small cars and the Mazda3 was Australia's most popular model, with the Corolla not far behind.

The record demand for bulked-up cars with high driving positions saw the SUV seg-





ment increase its market share to 27.5 per cent and, as shopping car parks and school collection streets indicate, the category is second only to passenger cars (51.9 per cent).

Peugeot has been a late starter in this class, possibly hoping the French would be more sensible, but has added steadily to its range, with the new 208 crossover to arrive in October to join the Japan-sourced 4007, which will be available on long runout, the 3008 from France and the 4008 from Japan.

In contrast to Renaults' popular Korean-built Koleos, the 4008 doesn't have a diesel. However, the lack of a Gallic oil-burning engine has not stopped the first club member from acquiring a 4008 and Paris reported that the 4008 is doing well in Russia, another market to get early supplies.

Automobiles Peugeot reported the launch of the 208 globally was successful. At home, at 66,368 units it was second in numbers to the Renault Clio 3, which led with 87,194 sales or 4.6 per cent of the market. However, if the 206 Plus, 207 and 208 figures are combined, the Clio gap is only 3,000 units.

In December, the 208 was the best seller in France. A total of 221,000 Peugeot 208s were sold across the globe and the company said the three-cylinder petrol engine and the diesel had added to its sales dynamic.

In Australia, the 208 is ticking the right Peugeot boxes and members are starting to buy the model. Although four Peugeot GTi models have been sold here since the 205 GTi, the 208 GTi, arriving in July, has appeared on at least two lists of the most important Australian releases of 2013.

The depressed European market hit the Peugeot group hard, with demand in the 30 countries down 8.6 per cent. Trade sources said the PSA market share narrowed to 11.7 per cent from 12.5 per cent a year earlier. Global sales of Peugeots and Citroëns took a tremendous hit – down 16.5 per cent to 2,965,000 units. A major factor was the suspension of CKD units to Iran, which lost an estimated 333,000 sales.

After a production gap, Peugeot's partner,



producer Iran Khodro, began in December to make its own components for 206s. The company said its sales outside Europe were now 38 per cent of its total, up from 33 per cent in 2011, and it aims to achieve 50 per cent by 2015.

Sales were up 10.1 per cent in Russia, 7.2 per cent in China and 5.6 per cent in South America and the growth is expected to continue. The Peugeot brand retained its No.

4 place in Europe with 279,000 sales and global sales were 1,700,000 units, down almost a fifth.

Peugeots are hot in Malaysia where it has become the country's second best-selling European brand with a 19 per cent market share and the Malaysian Peugeot 408 – a 308 stretched with a boot – will be shipped to Australia this year.

Electric car sales bombed, but the diesel hybrids continued to do well and

achieved 221,000 European sales of several models. Peugeot said premium vehicles made up a fifth of new vehicle orders. The company was driving its upmarket strategy with the launch this year of the Peugeot 208 GTi, 208 XY and 2008 and the Citroën DS3 Cabrio.

In 2012, the group maintained its position as the European leader in carbon reduction, with corporate average emissions of 122.9g/ km of CO<sub>2</sub> versus 127.5g/km in 2011. This performance exceeds the 130g/km target set by Brus-

sels for 2015. It said 38.1% of group vehicles sold in Europe emit less than 111g/km of CO<sub>2</sub>, versus 30.3% in 2011.

## Peugeot 2008 revealed

Mike Costello

Peugeot has released the first images of the 2008 crossover SUV ahead of its world debut at the Geneva motor show in March and arrival in Australian showrooms by November (photo at left).

These first official images – released hours after they leaked online – indicate that the French company has stayed faithful to the chunky styling of the concept version shown at the Paris motor show last September.

The 2008 will slot into the Peugeot portfolio beneath the existing 3008 and





4008 crossover SUV model lines, and will be pitched as a rival for a brace of high-riding micros set for launch in 2013, including the Ford EcoSport, Holden Trax and Nissan Juke.

The design draws heavily from the pert 208, with sleek 'feline' headlights, similar grille design and kinked front windows, but has been differentiated by its elongated proportions (200mm longer than the 208), higher ride height, pronounced wheel arches and chunky black lower body cladding.

The version pictured also includes 17-inch 'Diamond' matte alloy wheels, 'Mud&Snow' tyres, a panoramic sunroof and front/rear LED daytime-running lights. At 4160mm long, the jacked-up 2008 is also slightly longer than the oddball Juke, and is claimed to offer impressive versatility and occupant space that "reinvents the standards of large-volume vehicles in the compact car segment".

Like the EcoSport, the 2008 will be powered by a turbocharged three-cylinder petrol engine, in this case a more potent version of the 1.2-litre direct-injected unit used in the 208 light car.

Also available in Europe from launch in May will be 1.4 and 1.6-litre e-HDi diesel fourcylinder engines with carbon emissions as low as 99 grams per kilometre.

Peugeot Australia PR manager Jaedene Hudson told GoAuto it was too early to say what engines would be made

available locally from release in October/November.

The 208 is a petrol-only proposition here but, being an "SUV", diesel power would seem a better fit for the 2008.

Reflecting its global ambitions for the car, Peugeot will put the 2008 into production at its Wuhan plant in China and Porto Real plant in Brazil as well as its Mulhouse facility in France.

Australian-market cars are expected to come from France. Peugeot's global direc-

tor general Maxime Picat said the 2008 is "the vehicle which will secure leadership in the segment in Europe and will win new customers in Asia and Latin America". More information is expected to be announced at the car's full reveal in the metal at the Geneva motor show.

Before the 2008 hits local dealers, Peugeot Australia will introduce a range of other new models as part of an ambitious expansion of its local range aimed at returning sales to the record highs of 2007, when it sold 8807 new vehicles. These will include the facelifted RCZ coupe, 5008 people-mover, 208 GTi hot hatch and 408 sedan.

GoAuto news



## French PM says no current plan for Peugeot stake

Catherine Lagrange and Yann Le Guernigou  
February 8, 2013

**G**renoble, France (Reuters) - France's Socialist government said it would do whatever it took to keep ailing carmaker PSA Peugeot Citroën afloat though the prime minister said the state had no current plan to buy a stake.

The comments came a day after Peugeot, suffering falling sales in a depressed European car market, highlighted the scale of its woes by taking a €4.1 billion (\$5.5 billion) write-down on its plants and other automotive assets.

The future of Peugeot - maker of everything from the presidential limousine to the white vans favoured by small businesses - is sensitive given its status as a flagship of French industry, accounting for two-thirds of car production at a time when the jobless rate is at a multiyear high.

"Regarding the purchase of a stake in this company, it is not on the agenda because PSA is not asking for it," Prime Minister Ayrault told reporters in Grenoble, south-east France, where he was giving a speech on pension reforms.

"We do have a tool, the FSI (France's sovereign-wealth fund), which can if necessary take a stake. But today this question is

not being looked at," Ayrault said.

A spokesman for the FSI said the organization is not working on any plan to invest in Peugeot. Peugeot declined comment.

Although the write-down was a non-cash accounting item that does not affect Peugeot's liquidity or solvency, it reflected Europe's worsening market outlook and prompted speculation the state might intervene.

Earlier, Budget Minister Jerome Cahuzac said in a TV interview France might consider investing in Peugeot. "It's possible," Cahuzac told BFM Television. "This company must not and cannot disappear and we must do what it takes for this company to survive."

Yet a source in the finance ministry played down Cahuzac's comments, saying the priority for Peugeot was to pursue its

recovery plan and strengthen its alliance with General Motors.

Peugeot shares lost most of their early gains and were up 0.8 per cent at €5.92 by 1300 GMT, not far from a more than 20-year low of 4.32 euros set at the end of last year.

"The writedowns reflect Peugeot's difficulties, namely that it concentrated too much on growing in Europe and ended up missing out on international growth and alliances," said Harry Wolhandler, chief executive of





Amilton Asset Management. “We’re staying away from the stock for now.”

### Pessimistic outlook

Peugeot could have other fundraising options before it has to resort to state help. It could sell its stake in parts maker Faurecia or even its financing arm Banque PSA, but such disposals would do little to address the group’s underlying problems.

Unlike domestic rival Renault, the French state has no holding in Peugeot. France nationalised Renault after World War Two and still holds a 15 per cent stake. Peugeot remained private and is 25 per cent owned by the Peugeot family.

Peugeot is one of the companies worst hit by Europe’s protracted sales slump. It is cutting 8,000 jobs and closing a factory to stem losses approaching €200 million a month. The company has pledged to return to breakeven late in 2014.

The Peugeot group has already had one big helping hand from the government, in the form of a €7 billion loan guarantee agreed late last year for Banque PSA, which is still awaiting EU approval.

Traders and analysts said the impact of the write-down was offset by the fact it was a non-cash charge and by speculation the state could support the company’s capital base.

“The (write-down) measure will not hit cash flows, nor will it affect liquidity or solvency,” a Paris-based trader said. “It does

however show that the outlook for a recovery in the European market is more pessimistic than it was six months ago.”

The CGT union said the government’s job was not to come to the rescue of Peugeot’s shareholders but to support employees’ demands to keep all plants open and to give guar-

antees on jobs.

The Paris-based company said the write-down did not affect plans to reduce cash burn by half this year or its earlier forecast that net debt would be cut to 3 billion euros for the end of 2012.



## PSA reports €5bn loss for 2012 on write-downs and Europe woes

Dave Leggett 13 February 2013

**P**SA Peugeot Citroen has reported a whopping €5bn net loss for 2012 after it chose to write-down €4.7bn in asset valuations as it continued to feel the effects of lower sales in Europe.

The headline net loss figure compares with an €588m net profit in 2011. Group revenues were down 5.2% to €55.4bn. Automotive Division revenues declined by 10.3% to €38,299m in 2012, in a European market down 8.6%, with high exposure for PSA Peugeot Citroën in severely depressed southern European markets.

Overall group sales in Europe fell by 14.8% over the year. Revenues from new vehicle sales declined by 12.4% to €27,765m from €31,677m in 2011.

The Automotive Division reported a recurring operating loss of €1.5bn in 2012, compared with a recurring operating loss of €92m the previous year.

PSA said that the loss reflected the contraction in demand (of €729m) and the continued adverse impact of raw materials and other costs (of €394m), with an overall negative impact from the unfavourable operating environment of €1,022m.

However, the company suggested that it has taken the right actions to weather the downturn and highlighted cost-cutting – €1.18bn of savings last year - which it said has exceeded targets.

It also maintained that product mix was a positive, with the launches of the Peugeot 208, the Citroën DS5, SUVs and four hybrid vehicles extending the line-up.

Premium vehicles, PSA maintained, ac-

counted for 18% of sales in 2012, double their share three years ago.

PSA CEO Philippe Varin squarely blamed the European market environment for the weak results, but suggested that the foundations for a company rebound have been laid.

“The group’s 2012 results reflect the deteriorated environment in the automotive sector in Europe. In this context we have





taken the difficult but necessary measures to reorganise our manufacturing base in France. The results of the cost reduction and asset disposal plans have exceeded our targets, highlighting the exceptional commitment of our employees. Finally, our strategic Alliance with GM has entered into execution phase.

“Today, the foundations for our rebound have been laid. We are going to build on the strong identity of our brands and differentiate their customer territories. We are going to focus our investments, actively restore our profitability in Europe and reap the benefits from our investments in growing markets.”

Meanwhile, Renault has posted net income for 2012 down 15% on the previous year, but the results were better than many had expected.

Net income for the year was €1.77bn on revenues of €41.3bn, which were just 3% down on 2011. Operating profit was down a hefty one-third on 2011 at €729m.

Renault's net financial position last year was bolstered by its shareholding in Nissan (€1.2bn), a one-off gain from the disposal of AB Volvo shares (€924m) and strong sales growth outside of Europe (+9.1%) helping to offset its European sales drop (-18%).

Renault also managed to pay off its net debt. For the first time since the beginning of the Alliance with Nissan in 1999, Renault is reporting a positive Automotive net

cash position of €1,492m at December 31, 2012, compared with net debt of €299m at end-December 2011.

Nevertheless, the Automotive division posted a slightly negative operating margin (- €25m or -0.1% of its revenues) compared with a positive €330m in 2011 (0.8% of its revenues).

In terms of the 2013 outlook, the company said is targeting positive auto earnings and operational cash flow in 2013, ‘provided European and French markets are not significantly worse than expected’.

Overall, analysts will likely conclude that Renault is at least making a profit despite severe headwinds in Europe and appears better placed right now than its cross-town rival PSA Peugeot Citroën.

Just-auto



## PSA Peugeot Citroën reveals compressed air hybrid concept

Malcolm Flynn  
January 24, 2013

French giant PSA Peugeot Citroën has revealed a new hybrid drivetrain concept - a 'Hybrid Air' drivetrain that combines a conventional petrol engine with a compressed air-propelled hydraulic motor.

Shown at the recent PSA Innovation Day at its France Technical Centre, the idea of compressed-air-propulsion is hardly new - Tata has been hard at work in development of its purely air-fuelled Mini CAT city



car for India.

Despite several years of development, the Mini CAT is yet to reach the market, and According to PSA's demonstration video, the system uses high and low pressure air-tanks to send compressed air to a front-mounted hydraulic pump, in turn powering a hydraulic motor that harmonises with the petrol engine through an epicyclic transmission.

In practice, the system is designed to behave like a conventional hybrid vehicle, with the petrol engine used mainly for high speed cruising, the hydraulic motor for stop/start driving (up to 69km/h), and the two combining up hills or under heavy acceleration.

Also similar to a conventional hybrid, the air supply can be regenerated by reversing the hydraulic motor under braking or coasting downhill, returning air to the storage tanks.

The Hybrid Air drivetrain was fitted to an existing Citroën C3 light car for demonstration, and PSA suggests that fuel economy of 2l/100km is possible in such a vehicle.



Significantly, the Hybrid Air concept drivetrain adds just 100kg to the vehicle's kerb weight - considerably less than a conventional motor/battery hybrid system - and promises to be less expensive to boot.

PSA currently equips several Peugeot and Citroën models with its Hybrid4 diesel-electric drivetrain overseas, but suggests a production version of the Hybrid Air concept could be available as soon as 2016.

The Motor Report



## Time trial day at Marulan 20 April 2012 Expressions of interest required urgently

The HSRCA is proposing a time trial day at Marulan on Saturday April 20 this year and seeks expressions of interest urgently.

The Peugeot and Renault clubs are invited and they may bring family or friends as before. This year the invitation, has been extended to the Fiat and Citroën Clubs !!!

It is open to people seeking more track experience or even beginning, especially those who might have classic cars. The same car can run in a different group with a different driver, so double and triple entry is possible.

Drivers are to be aged 17 years or over, hold a road licence plus a CAMS L2S or above, AASA or MDTC current licence. MDTC will issue their track licences, valid for one year, on the day for \$30 if required.

Cars must be capable of road registration or road registered and with a noise level not exceeding 90 dBA.

AMB timing transmitters will be is-

sued at the circuit and carried by drivers. The entry fee covers the cost of provision of these devices and timing.

The program will include a driver's briefing, practice, and five sessions or more if time permits. Drivers will nominate a lap time after practice that they aim to maintain for several timed laps. Points will be lost for laps that are faster or slower than the nominated time.

Prizes will be offered to the best performance overall in each group. Cars will be grouped by similar nominated lap times with about six cars in each group.

Entry is yet to be determined but should not be more than \$120 per driver (plus a track licence if you do not already have one).

### Contacts and further information

Please email Richard Cardew at the HSRCA with your expression of interest. His email is rcardew@iprimus.com.au and phone number 0405 459 546. Look up

the HSRCA website for updates and entry forms which should be available as soon as a final decision to proceed is made in early March. The HSRCA website is [www.hsrca.org.au](http://www.hsrca.org.au)

Or email myself, Helen Loran (Pug) club with any questions etc.

My Email is [helenandneale1@optusnet.com.au](mailto:helenandneale1@optusnet.com.au) : Phone Number 0413 594 792 or (02) 9718 0321

We hope to hear from ALL you interested people, and as always it's a GR8 Day !!!





# **PAC Minutes of General Meeting**

## **27 November 2012**

### **Weston Club Weston ACT**

#### **Persons Present**

Brad Pillans	President
Ross Stephens	Secretary
Glen Bryden	Treasurer
Neil Sperring	CACTMC Delegate
Col Handley	Committee Member
Neil Birch	Committee Member
Bill McNamee	
Ian Brock	
Ian Hughes	
Jim Taylor	

#### **Apologies**

John Bower  
John Geremin

#### **Introduction**

1. The meeting opened at 8:16pm by Brad Pillans following dinner in the Weston Club Bistro.

#### **Previous meeting**

2. The minutes of the 23 October AGM were read. Brad Pillans Proposed that the minutes be accepted: Moved: Bill McNamee, 2nd Neil Sperring; Result: Carried

#### **Matters Arising from the Previous Minutes**

3. The proposed appointment of Col Handley to the Committee is confirmed by his acceptance.

#### **Financial position**

4. The audited account was presented to the meeting by Glen Bryden.

The auditors report for the period 1 Oct 11 – 30 Sep 12, was favourable.

The Association is in a sound financial position with \$10,796.24 cash at bank.

A number of un-presented cheques caused this unusual increase in the bank account.

Brad mentioned one outstanding account for the amount of \$49.50 owed to Simon Nix for domain name charges associated with the operation of the Association's website.

Glen Bryden proposed the following motions:

The Account as audited be accepted. 2nd Bill McNamee. - Result: Carried

For the next year, the annual membership subscriptions remain at 30 dollars and 15 dollars for concession; 2nd Brad Pillans - Result: Carried

#### **Secretary's Report**

5. Inward Correspondence: - Club Magazines. A letter from the Office of Regulatory Services - Action by Glen and Bill McNamee

6. Outward Correspondence – Draft letter to Simon Nix thanking him for his largely unseen work maintaining the Association's website.

#### **Council of ACT Motor Clubs (CACTMC) Delegates Report**

7. Main points of interest detailed by Neil Sperring:

a. Discussion on the forthcoming Wheels Event concerning parking locations and numbers of attendees. Possible requirement for club 'Marshalls' needed to assist with parking and liaison with the organising committee foreshadowed.

b. A suggestion was made to place all Car Events in the ACT and surrounding districts on individual Club Calendars to ensure coverage as an authorised 'Club Activity', for the purpose of satisfying the conditions of the CRS Scheme. Thus enabling CRS vehicles to attend events without owners having to individually seek prior approval from the club registrar.

c. Report on the circumstances on the shelving of the SIVS program by the ACT Government and the apparent support within the Caucus by individual politicians.





### General Business

8. BBQ on 2 Dec 12. Details are in Brad's Column in the latest Roar magazine.

9. Neil – Query about skirts for a 306, suggested solution; see PAC website and/or Aussie Frogs Website. This followed a discussion on importation of a vehicle by a member of the Renault Club.

### Close

10. The Meeting closed at 9:13pm. The next meeting will be held on 26 Feb 2013.

