

ROAR

Magazine of the Peugeot Association of Canberra



July 2013

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ON THE COVER

Sébastien Loeb on his way to blitzing the Pikes Peak ascent record. Click on the photo to see the video (requires internet connection).

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>

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Greetings all,

My wife, Sue, and I have just returned from 3 weeks travelling in Western Australia, including two weeks north of the Tropic of Capricorn (aka the winterless north).

After flying to Perth, our transport was a Toyota 4WD Troop Carrier – not exactly Peugeot comfort, but admirable for the purpose of travelling on a mix of sealed and unsealed roads in areas that had experienced unseasonable recent heavy rain (Karratha had 200mm in one day, only a week or two before we arrived).

The winterless north certainly lived up to expectation, with shorts and T-shirt weather the order of the day (sunny days with maximum temps between 20° and 28°), though nights were a bit chilly on occasion. Just as well, really, as we were camping most of the time.

Some of the places that we stayed included:

Dalwallinu, a sleepy wheat-belt town about 250km north of Perth; probably our coldest night on the trip.

Meekatharra, an old gold-mining town, surrounded by big holes in the ground (abandoned open cut mines) and associated hills of mine waste. We had dinner in the Commercial Hotel, the

day that Kevin Rudd replaced Julia Gillard as PM. The locals were only interested in State of Origin footy!

Newman, a mining town next to the biggest open pit iron ore mine in Australia, owned by BHP Billiton; the caravan park was full of mine workers living in 'dongas', but the tent area had grass and a cooking shelter.

Tom Price (WA's highest town), another mining town with a big iron ore mine owned by Rio Tinto; we had a tour of the mine and I collected rocks for my research. We also visited spectacular Hamersley Gorge, in Karijini National Park.

Munjina Roadhouse, on the highway near Karijini National Park. We stayed overnight in a comfortable (but expensive) motel room; they had run out of diesel fuel, which miffed a few truckies; we were able to refuel the next day after a night-time fuel delivery.

Dampier, staying with good friend, Ken Mulvaney, an archaeologist who works for Rio Tinto; we spent time with Ken, looking at the wonderful Aboriginal rock engravings nearby. Ken featured in the first episode of the documentary series 'First Footprints' that screened on ABC TV recently.

Marble Bar, Australia's hottest town (a world record 160 consecutive days above 100° F in 1923/1924). We arrived the day after the annual race meeting and the camping ground was full; the first night we were serenaded by bagpipes just outside our tent; the second night we made the acquaintance of a lady from Braidwood and talked about mutual friends!

And, of course, Perth. We stayed in a pleasant hotel in East Perth; visited Kings Park gardens, which includes the big boab tree that was transplanted from the Kimberley region a few years ago (Sue is the



scale in the picture) and we did a tour of the Perth Mint (including watching a 'gold pour').

So, here we are back in cold, wet Canberra..... The morning after returning, I jumped in the 508 and pressed the start button only to be met with silence and a dashboard message saying 'key not detected'.

Hmm..... Since I had the key in my pocket, that message seemed a bit odd, so I rang the Peugeot roadside assistance number. A service guy (not a Peugeot specialist, I might add) turned up in about 30 minutes and we scratched our collective heads.

Then he put a battery pack on and tested the battery – the battery was good, but appeared to have run

down in the 3 weeks I had been away. Anyway, the car was successfully started and I was on my way. Still not sure why a less than two year old battery would have lost that much charge in only three weeks.....

On a brighter note, with the winter solstice now a month in the past, the days are getting significantly longer and the risk of hitting a roo at dawn or dusk will diminish as we get to travel to and from work in daylight.

That said, I'd like to encourage members to take the risk and come to the next (after dark) club meeting to be held at 8pm at the Weston Club, with dinner from 7pm, on Tuesday 23 July.

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

206 GTI 180 MY04

206 GTI 180 MY04. Beautiful French Hot Hatch, and so much fun to drive. Only just serviced with a perfect history, this car is in excellent condition.

Low km at 107k, manual gearbox, Rego until October 2013; rare GTI 180 version, 180 HP; sports performance from hot 2.0 engine, matched with one of the best gearboxes in the business. Finely balanced, tactile handling and accurate



steering. Full of features such as: 17 inch alloys, super comfy Recaro seats, sports pedals, climate control air con, rain sensing wipers, 6 speaker stereo. All the safety like traction and stability control, ABS, EBD, Brake assist and lots of airbags. Gorgeous Euro styling, really stunning car! \$9,500. Pete Nichols HMAS Harman, 02 612 78333; mobile 0411 405 058; fax: 02 612 78219.

406 coupe

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 - carlaalexandra@hotmail.com or 0439037292.

1985 505 STI Auto

Free to good home: 1985 Peugeot 505 STI. Maroon. 2.2L fuel injected petrol 3 speed automatic. 284,902km. Runs well (needs new battery). Original alloys and near-new Michelin 185/80R14 95T XM1's. No rego/roadworthy. Last registered in ACT Sep 2010. Perfect project or parts car. Must be able to arrange collection in ACT. Owner moving overseas in August. If interested, contact Callum at musto.cd@gmail.com or call 0403 936 185.

CLASSIFIEDS

FOR SALE

505 Familiare

505 Familiare, 1991, white, auto, 270,300 km, \$2500, YYS-392 registered in ACT expiry Nov 2013, brand new Michelins just fitted all round, interior all original - velour seats, carpet, dash all in superb condition, exterior good, engine needs some TLC. An opportunity to own one of the best 7 seaters of all time! Photos available on request. Phone: 6281 2981 or email waugh@netspeed.com.au.

505 station 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 - carlaalexandra@hotmail.com or 0439037292.

505 Executive

505 Executive 1984. \$2,300 negotiable. 2.2L fuel-injected petrol 3 speed automatic. 321,000km. Registered in Queensland 630-SGL expiry Jan 2014, but parked in Canberra. I've been the owner since 2001 when it had 242k. Since then it has spent half it's life sleeping in a garage because I have lived on and off outside of Australia. Has had about 5 road safety certificates in this period as it was always deregistered and registered again. Latest certificate was in July, 2012.

Very good condition inside and out. Silver paintwork no rust, blue velour interior, electric windows, classic alloy wheels, tow bar, 10 stacker CD stereo. Beautiful to drive, steering works a dream. Have spent about \$8,000 on it since owning it including services every 10K and replacing parts, full records available since 2001.

Last service Feb 2013. Some highlights are 4 brand new discs brakes (July 2012) 4 new brake calipers and pads, new front end steering rack and alignment. Excellent tread on two tyres, other two still plenty of life. It is on the leaky side, reason being that head gasket is worn, but it is not a serious issue as explained to me by my mechanic. Choices are either put up with it and put some cardboard on the ground where you park or take head off and replace gasket. Call or email me with questions. Test drive can be arranged in Canberra. Mark 0468 675 818 or krentons@gmail.com

CLASSIFIEDS

FOR SALE

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). \$750 depending on rego. Jim Taylor 0400 111 504 or pug303@bigpond.net.au

406 HDi

HDi, 270k. Ex-John Nicholas car. Asking around \$4,000. Phone Graham Taylor, 99052 4068 SYD or 62396674 CBR.

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 MAY-JUNE 2013

23 July

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:

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.

Peugeot Association of Canberra

Endorsed Club Activities for Members 2013

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
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.

Wakefield Park beckons in August

Helen Louran

Sporting Director, Pug Club NSW

Get those gloves, helmets, race gear, back out again, and get ready for maybe our biggest Family Track Day of the year, at Wakefield Park on Sunday the 25th of August. The Sunday after Shannons Eastern Creek Classics.

We're once again invited by the HSRCA, for yet another great Family Track Day. We may be joined by the Renaults, Citroëns and Fiats.

Try not to miss this one. It's been four years in the making.

We require Expressions of Interest and Entry Forms to be submitted early, to save time on the day, as there will be at least 50 participants.

A CAMS Level 2s or above, or AASA Licence is required Cost / Entry Fee \$140.00.

16yr olds and up are welcome - there will be Instructors / Trainers.

Day begins @ 7.30 am, with Registration / Scrutineering / Briefing etc.

Day ends @ about 4.00 pm

It's intended that each participant/driver should get about 4 - 5 Sessions.

Hope to see you all there



Family Day

Sunday 25th August

Wakefield Park

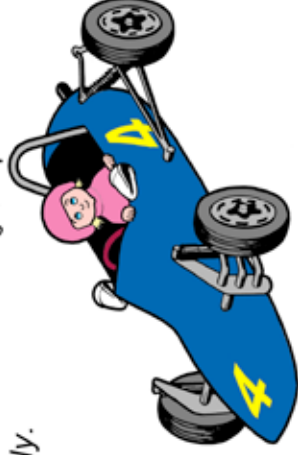
Driver training & events for:

*Racing and Sports Racing cars especially.
Production cars - needn't be historic!*

Some limitations apply

*Expressions of interest by June 30
Entries open July 1, close August 20*

*"That was way cool Dad,
Could I get a pink one?"*



Contact Richard Cardew 0405 459 546 or rcardew@iprimus.com.au

EXPRESSION OF INTEREST

Family Day Wakefield Park Sunday 25 August 2013

PEUGEOT/RENAULT Member Name:	
Expressing interest on behalf of (please circle): Self Family member or friend (see below) Driver age	Your preferred contact details Land line: Mobile: Email:

Vehicle:

Make:	Model:	Year:
Capacity:	Modifications: standard minor major (please circle)	

Post to: HSRCA, PO Box 5063, Turrumurra South 2074

Email to: members@hsrca.org.au or Fax to: 02-9988 4277

Copy Helen Lauren, Peugeot Club, pinky206cc@optusnet.com.au



Historic Sports & Racing Car Association of NSW Inc.

Family Come and Try Day

for Members, Family and Friends

Wakefield Park Goulburn - Sunday 25/8/2013

Events

We are continuing our one-day meetings this time at Wakefield Park, which provides the opportunity to favour those wanting to come and try racing and sports racing cars, but it is open to production cars both historic and modern. Beginners, experienced people and anyone in-between are all welcome. Instructors will be available.

We will run sessions for people new to circuit driving or new to the car they are driving as well as experienced people. Untimed events will be provided for experienced drivers and those who are new and display appropriate levels of competency and self-discipline. Four or five sessions on the track for each driver are intended.

Cars

Ensure that steering, brakes, stop light, seat fixing, seat belts, and wheel bearings are in very good order and there are no oil or coolant leaks. Ensure that all fluids (brake fluid, coolant, power steering) are at the levels nominated by the manufacturer of the car. All loose items must be removed from the car before going onto the track. Fuel might not be available at the circuit so bring sufficient for the day. Cars will be scrutineered. We recommend that tyre pressures for road cars be increased by up to 10psi over normal. For front wheel drive cars consider having more pressure in the front tyres than the rear, depending on your skill level. Open cars must have roll-over protection.

Drivers

Drivers must wear non-flammable clothing covering neck to ankle to wrist and closed shoes plus helmet and gloves. Helmets can be hired. Those driving racing and sports racing cars or high performance cars should use a race suit, preferably double layer. Drivers are to be at least 16 years old and hold a CAMS level 2s or above or AASA licence. Wakefield Park can issue an AASA licence for \$50, on the day, valid for 1 year.

The Program

The day will begin at 7.30am with sign-on and scrutineering and conclude by shortly after 4pm. A drivers briefing will be held at 8.15 and is compulsory. The drivers briefing will be combined with a track walk, except for drivers with both competition experience and known to us, who will be offered a separate briefing. A tutorial for those with limited or no track experience will be offered and focus on heel-and-toe gear changing and cornering lines. Scrutineering will begin early and overlap with sign-on and the drivers briefing.

At this stage we propose to arrange the program as follows. It is subject to entries received and will be adjusted for performance differentials.

Two types of sessions:

- Trials – driver learning or under instruction by passenger or lead car/s, track density limited to 20
- Events – for experienced drivers using elapsed times, regularity or races, track density max about 30.

Two car categories

- Racing and sports racing, – Racing cars eg groups FV FF MO JKL , and sports racing cars including Clubman cars
- Production cars - Closed cars and production sports, with possibly a limit on heavy, high powered closed cars

Grid sizes for inexperienced drivers will be limited for safety reasons.



Historic Sports & Racing Car Association of NSW Inc.

Family Come and Try Day for Members, Family and Friends

Wakefield Park Goulburn - Sunday 25/8/2013

Trial sessions will enable drivers to have an instructor in the car. Wakefield Park rules require sessions with passengers to have all cars in the session with passengers. All passengers must be approved by the HSRCA and Wakefield Park Management and complete an indemnity form.

Those new to circuit driving or motorsport should learn the meaning of lights and flags that will be used before they arrive. We will send you information. Anyone who has a colour recognition problem should advise us so that we can be assured of your capacity to distinguish light or flag signals.

Conduct

Drivers are expected to drive responsibly, respect other drivers and obey any directions of HSRCA officials or Wakefield Park Management. Driver's must sign on and be wrist-banded to confirm their right to participate.

Consumption of alcoholic beverages by drivers or their helpers is expressly forbidden until all on-track sessions for the day are completed. Any driver who is affected by or has consumed alcohol on the day of the event will not be permitted to participate.

Driving the track

The track offers high visibility and some interesting challenges yet breathing space to prepare for most corners and plenty of run-off areas. However, there are traps and these will be pointed out during the track walk. A typical family car can average 90-100kmh and may exceed 110kmh in four sections with the main straight allowing the highest speed. Consequently, braking is an important matter, not only your ability to judge braking distances but avoiding brake fade.

Getting there

Wakefield Park is located on the Braidwood Rd 10km south of the Hume Highway. See their website for further details www.wakefieldpark.com.au.

Accommodation

Accommodation is available at the track or in the motels and caravan parks in Goulburn. Camping on site is also permissible. To stay on site, contact Wakefield Park before the meeting.

Contacts and entry form

Entry forms should be sent to members@hsrca.org.au. For further information see the HSRCA's website (www.hsrca.com), contact Richard Cardew by voice or text on phone 0405 459 546 or rcardew@iprimus.com.au. Further information will be provided to entrants.



Family Come and Try Day

Entrant

Name of driver:		Date of Birth:
Address:		
Land line		
Mobile		
Email:		
Emergency Contact:		Emergency Ph:
Licence No:	Licence Type (CAMS, AASA, or require licence, please circle)	
Club member or friend or family of: HSRCA, or invited club (please name)		
Circuit driving experience (please circle): limited, participated in no-race events, raced		

Contents

Make:	Model:		Year:
Capacity:	Modifications: standard minor major (please circle)		
Is car double entered?	Name of other driver		

(include GST)

Meeting Entry Fee –		\$140	\$
Payment by Direct Debit: BSB: 062 205 Account No.1000 7952 Ref: WPF2013 your name			
Payment by Credit Card (Mastercard or Visa only) or cheque payable to “HSRCA”			
Note: A service fee of 3% will be added to all credit card transactions			
<input type="text"/>	<input type="text"/>	<input type="text"/>	\$
<input type="text"/>	<input type="text"/>	<input type="text"/>	Expiry/.....
..... <i>Name on Card</i>	 <i>Signature of card holder</i>	

14

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

NATIONAL TRUST OF AUSTRALIA ACTA NSW
CENTENARY OF CANBERRA RALLY
19-20th OCTOBER 2013
JERVIS BAY - TARAGO - CANBERRA
WWW.NATIONALTRUST.ORG.AU/ACT/RALLY

THE NATIONAL TRUST (ACT) & (NSW) CENTENARY OF CANBERRA RALLY 19TH & 20TH OCTOBER 2013

The Centenary of Canberra Rally is a premium fun, family friendly event for motoring enthusiasts to celebrate the birth of Australia's capital. The rally starts at Jervis Bay, Canberra's historic sea port, and winds its way through breathtaking scenery with celebrations at each of the heritage villages along the way. Various starting points are available to cater for the range and abilities of the range of vehicles taking part. The rally arrives in Canberra in time for a weekend of SPIN activities and includes a Grand Parade through the capital on Sunday morning, a family event on the lawns of Old Parliament House and dinner at EPIC. It has many activities and events to keep every age group entertained while enjoying a truly momentous celebration of motoring history.

Any vehicle can take part as long as they have relevant registration and are in roadworthy condition. Drivers/Riders need to be members of a motoring club or of the National Trust. The rally is being conducted by the National Trust of Australia (ACT) and (NSW) in conjunction with the Australian Federation of Historic Motor Vehicles under a Deed and grant from the ACT Government.

The National Trust is a not for profit organisation whose aim is to preserve our National Heritage. You can check us out at <http://www.nationaltrust.org.au/act>. The Rally is a national event and entries have entered from all States and Territories.

The Entry Form and information is available at: www.nationaltrust.org.au/act/rally. For enquiries please contact the NTACT office on 02 6230 0533 or the Event Manager, Chris Wain, on 0407 181 196.



National Trust of Australia (ACT)
PO Box 1144
Civic Square ACT 2608
Level 1, North Bld, Civic Square
ph 02 6230 0533
fax 02 6230 0544
email: info@nationaltrustact.org.au
ABN: 50 797 949 955

Sébastien Loeb obliterates Pikes Peak record

Competing for the first time in the Pikes Peak International Hill Climb, Sébastien Loeb and his Peugeot 208 T16 became the first tandem to ever conquer the mountain in under nine minutes

The nine-time World Rally Champion proved that he can drive the wheels off anything, shattering the record with a time of 8:13.878 – more than a minute-and-a-half faster than the previous record of 9:46.181 set by Rhys Millen last year.

This year however, was an entirely different story, with Millen coming close to breaking the nine-minute barrier himself with a time of 9:02.192 in the Hyundai PM580T. Unfortunately for Millen, even his best effort wasn't enough to even keep pace with Loeb and the Peugeot racer.

Another pair of cars also topped last year's record, Jean-Phillipe Dayraut piloted a 2011 Mini Countryman to 9:42.740 while Paul Dallenbach finished in 9:46.001 in the Genesis Coupe that set last year's record. Dallenbach was the winner of the Time Attack class.

Numerous records fell at this race as expected now that the entire course is a paved track. In the Electric Auto division, Monster Tajima set a new record with a

9:46.530 in his E-Runner Pikes Peak Special. This was Tajima's second attempt in his E-Runner Pikes Peak Special after his first last year was spoiled due to an on-board fire.

"I felt really good in the car, and I pushed it hard from the start to the finish," Loeb said. "I made no mistakes, and I felt the race was really good. To drive a car like this and race up here (to the top) is what makes this special. It's amazing."

The win came on the 25th anniversary of Ari Vatanen's Peugeot 405 T16 winning the 1988 Pikes Peak, and at least gave Peugeot some rare good news amid all of its financial gloom.

Agencies







Sébastien Loeb



2014 Pageant update

The PCQ Pageant Committee is very happy with their arrangements for the 2014 Pageant.

Following their third on-site visit and discussions, organization is progressing and they are expecting a successful pageant to follow.

During the discussions with The Outlook and the Boonah Information Centre many helpful ideas and leads to community assistance were provided.

Our intention is to provide everything needed for a Pageant in one place as much as possible, to retain the friendships and camaraderie developed over many years. We also determined to do this at a reasonable price. With motels in other areas refusing to hold sufficient rooms for us, we were glad to find this site, which means no-one should miss out.

Of course, we realize not everyone will want to stay in the shared accommodation, and there are two motels within five minutes that should be able to provide those participants with their accommodation needs.

A few facts here about the accommodation at The Outlook.

If you saw the 2013 Pageant presentation you would already know that every unit has: parking, (some undercover), tea and

coffee facilities, fridge (some have a cold room), laundry facilities, facilities to hand wash your car, BBQ and deck, bathrooms and toilets, some have handicap facilities and some have A/C and many have kitchens that you can also use.

There are different unit configurations, and when people send in their replies re attending the 2014 Pageant we hope they will look at the

unit diagrams and indicate their accommodation preferences within The Outlook complex, which must be booked through our committee, or at one of the nearby motels.

Contrary to one story circulating, all bedrooms have doors ensuring privacy, and we will not allocate more than two to a room unless specifically asked to, even if the plan



shows three beds.

Due to state law changes, there will be no bunk beds in the bedrooms, as we had never considered using any of these in our room allocations this will not make a difference, but now there won't be a top bunk to hit your head on.

Units 1 and 3 have two accommodation wings. At one end is a separate self-contained "flat" with three bedrooms, which can be used for a total of 3, 4 or 5 occupants, who share a bathroom and separate toilet.

At the other end there are five bedrooms, one of which is a family unit to sleep three with their own bathroom.

Unit 2 is similar to units 1 and 3, except that the separate self-contained "flat" has two bedrooms and a much larger wheelchair friendly bathroom.

Unit 6 is a basic 3 bed Queenslander with one bathroom, separate toilet, kitchen, lounge and dining room.

Unit 4 is a five bedroom house, with three bedrooms sharing one bathroom and separate toilet at one end, and two larger wheelchair size bedrooms at the other end, with an extra large wheelchair accessible bathroom.

Unit 7 is the newest, with ten bedrooms with a total of 8 showers and 8 toilets.

This all means that we can accommodate 44 people if we only have only one

person in each double room, and 77 people if couples are sharing a bedroom as they would in normal life, and of course, single participants would not be allocated a shared room unless they ask.

There are 21 bathrooms in these accommodation units which average at 2 sharing with minimum occupancy and 3.5 sharing if maximum.

We anticipate that we will not be at maximum, as some participants have already expressed the wish to stay with friends or at a motel.

So what do you do now?

If you are thinking of attending and staying at The Outlook, indicate your unit and bedroom preference, also telling us other people you would like to be near, and especially stating any health concerns that are affecting your decision. Remember Units 2, 4 and 7 can all be accessed from ground level.

Don't forget, you can also bring your own caravan or tent, and there are separate additional camp kitchen facilities and bathroom and toilet facilities if you do.

P.C.Q is handling all the accommodation bookings for the Outlook thru the registration forms for the Pageant.

If you want to attend but cannot or don't wish to use the shared accommodation we have pre-booked at The Outlook, we suggest you book at one of the motels. We will certainly adjust your accommodation factor in the Pageant fees the fairest we can.

The Boonah Valley Motel is closest, and it is very nicely set out.

The Boonah Motel is just a bit further down the road.

As we are still negotiating menus and costings, and it is only June, several months before the event, final figures are not available for registration forms yet. The committee is hopeful of having these registration forms available sometime in August.

Your Pageant fee will include your accommodation, unlike previous pageants and this is part of the reason we booked the complex and of course this will be on the registration form.

And also a reminder, if you want to stay Thursday night before the Pageant or Monday night after the Pageant, this is also available at The Outlook, for a small additional fee as charged by The Outlook. If you did this, a shopping trip in Boonah will help you provide your own food in the fully equipped kitchens or using the BBQs on the decks.

New unit diagrams reflecting the changes from bunk beds are being prepared and will be uploaded to the PCQ site ASAP. The committee has already been making purchases for filling your goodies bags, and filling in specific details in the program.

Hope to see you in Queensland in 2014

PCQ Pageant Committee

Peugeot presses productivity moves

19 July 2013

By Sam Schechner

The Wall Street Journal

Amid ever-tumbling European car sales, PSA Peugeot-Citroën hopes to use part-time work, fewer production teams and other labour-flexibility moves to push its French automobile plants back to the break-even point in the next three years, the company's director of human resources said Friday.

The moves, which are the subject of negotiations with French labour unions, aim to adapt Peugeot's production plants to the lean reality of the Western European automobile market, where the company's sales fell 14% in the first half of 2013, compared to a year earlier. Peugeot has factories, such as the one in Mulhouse, that produce barely more than 50% of the cars that they could, according to a document sent to Peugeot

employees on Friday.

"The objective in Europe is 100% utilization," said Philippe Dorge, the human resources chief, at a news conference to discuss the state of union negotiations, which the company hopes to wrap up in fall.

That poses a steep road ahead.

As defined by Peugeot, 100% is the number of cars a factory can make with two shifts, 16 hours a day, 235 days a year. By that measure, Peugeot says it was at 75% utilization last year in Europe, down from 86% the year before.

To improve its industrial performance,



Peugeot is proposing a mechanism to shift older workers to part time and work-flexibility rules to help cut the cost of labour, as well as training to help employees find other jobs. The company could also close more back-office functions for scaled-back plants, Mr. Dorge said. In return, Peugeot says it wants to keep its industrial presence—and manufacturing jobs—in France.

"These are all measures to help get back to break even at each factory—all while securing employment," Mr. Dorge said.

Peugeot is the latest French auto maker to look at how to cut labour costs. Earlier this year, Renault SA signed a cost-cutting deal with French unions that increases labour flexibility and reduces the company's head count. In return, Renault has promised to boost production of cars in France.

Peugeot's situation is more perilous than Renault's, however. Peugeot's production and sales are far more focused in France and Southern Europe than most of its competitors. Last year, it drew down its cash balance by more than €200 million per month.

In response, the company has sold assets—like its logistics subsidiary—to raise cash, and has promised to halve its so-called cash burn this year with

a series of cost-savings moves, including closing a plant north of Paris. Last year, Peugeot also struck an industrial partnership with General Motors Co. to share purchasing and development costs for new vehicles—as well as to license its technology to GM for hundreds of millions of euros.

Peugeot has explored raising capital from GM, according to people familiar with the matter, but GM executives have said that they aren't interested in investing beyond the roughly \$400 million the company spent for a 7% stake in Peugeot in 2012.

On 10 July Reuters carried a report from the French online business newspaper, La Tribune, that General Motors may sell PSA Peugeot Citroën commercial vans in the United States under plans being discussed to expand the carmakers' operational alliance.

GM, which is already developing small cars and minivans with Peugeot, would sell the Peugeot delivery vans under one of its own brands, Reuters reported.

A spokesman for the Paris-based carmaker declined to comment on the report, which cited an unnamed

Peugeot executive.

Peugeot and seven per cent shareholder GM have said they are looking at areas of further cooperation including possible development or production deals in Latin America and Russia.

Earlier, Reuters reported that Peugeot-Citroën's founders had offered to give up control of the automaker, trying to revive a deal with General Motors. The company was said to be looking to GM after courting several other investors including Dongfeng Motor Group.

The problem with combining Peugeot with GM's Opel group, according to Reuters, is that it would come with more factory closures. Currently the Peugeot family holds 25.4 per cent of the business, commanding 38.1 per cent of the voting rights.

European car sales have decreased five years in a row and they are on pace for a sixth year of decline. Peugeot spent nearly \$4 billion last year, and its shares have fallen

77 per cent in the past two. Peugeot has already responded by cutting 10,000 jobs, selling assets and negotiating a state guarantee for financing.



Peugeot Onyx first ride

English auto magazine, **Auto Express**, sampled the stunning Peugeot Onyx concept car from the passenger seat as it runs up the hill at this month's Goodwood Festival in England.

Most concept cars never turn a wheel in anger - so to have one that not only runs but also offers the searing performance of a Le Man racer is a real asset to Peugeot.

The power of the racing drivetrain is every bit as impressive as the stunning styling so it's just a shame that the Onyx (or something like it) will never see the light of day and for now it remains a glimpse of what the company might do in the future.

Peugeot wanted to use the Goodwood Festival to show that there is more to their concept cars than just stylish design, so the Peugeot Onyx concept that was first seen at the Paris motor show made an appearance in the supercar run up the hill route.

Auto Express was given the exclusive opportunity to take a ride in the first supercar run of the weekend and the Onyx managed to overshadow plenty of exotic supercars from established premium marques.

Underneath the pretty carbon fibre and copper body the Onyx is essentially a 908 HDi Le Mans car with a full sequential racing gearbox, mid-mounted 3.7 litre V8

diesel engine and racing brakes and dampers.

That means that before we set off oil for the entire system has to be heated to 80 degrees and fed intravenously into the engine like a blood transfusion. The team from Peugeot Sport removed the carbon fibre 20-inch alloy wheels to run the engine as the oil filtered slowly inside and that gave us a chance to get accus-

tomed with the incredible interior.

Made from assorted recycled materials including wood made from newspaper pulp and felt, the seats are moulded into the floor with in-built six-point racing harnesses which hold you in place extremely well. When the thick doors are closed you feel completely cocooned and with the sun beating down the



cabin heats up incredibly quickly.

There is hardly any steering lock so there are a few tricky turns before we line

up at the start of the hill climb and our test driver Gregory Guilvert has to be careful to balance the heavy motorsport clutch. The engine is incred-

ibly loud and every single piece of trim inside the plush cabin vibrates heavily every time he drops the clutch.

Once the flag drops and we accelerate rapidly towards the first corner the noise settles down and after a few quick inputs to warm the brakes and the massive tyres the Onyx feels planted and grippy as it winds around the narrow course.

Sadly our run is over all too soon but the Onyx is doing a great job of grabbing Peugeot headlines at a show normally dominated by the likes of Ferrari and Porsche and along with the 208 T16 Pikes Peak car it is one of the star's of this year's Festival of Speed.

Key specs

Price: £1,000,000 (est)

Engine: 3.7 litre V8 turbo diesel

Power: 600bhp

Transmission: Six-speed sequential, rear wheel drive

0-60mph: 2.9 seconds (est)

Verdict

4 stars

Auto Express



Aiming for a sales peak

Peter Wilson

Everyone loves a bargain and many new car buyers hold off until they can score a good end-of-financial-year deal in June.

This means the result is not always so good for May sales when marques with big ad budgets begin their discount pitches.

According to the Federal Chamber of Automotive Industries, sales in the national market were steady and the sales total of 96,788 vehicles was the second best this year. However, after four months of strong improvement on the 2012 monthly figures the May-to-May growth was only 0.7 per cent.

Peugeot Automobiles Australia has this year improved each month on last year until April when it was down to 377 units. In May, although the result of 376 was one unit down on April, it was a big improvement on the previous May's 337 units, according to official figures.

In contrast, Toyota, Mazda, Holden and Ford had big dips in sales in comparison with those of May 2012.

Average monthly Peugeot sales this year to May were 431 units compared with 405 units in the same months last year and a good June result will improve this. The year-to-May figure of 2,154 is ahead of the

2,026 units for the same period in 2012.

Peugeot is still plagued by the same problems. It's still awaiting its two new Sydney dealerships to set up their Blue Boxes and help fill gaps in the prime Sydney market.

Because Peugeot is small here compared to Europe, where it is second largest by sales, the constant reports of the manufacturer bleed-

ing cash could be scaring off people not so familiar with the brand.

We don't hear about the great confidence the French management has in being able to deal with its crisis or the positive effects of its expanding presence in China, Brazil and Russia.

Peugeot Citroën chief Philippe Varin



told the Financial Times in an interview not quoted in Australia, that adversity is a natural state of affairs for a European industrialist.

There were parallels in his last job, an Anglo-Dutch steelmaker struggling with falling demand and overcapacity. He told the paper, “you do things in these [crisis] situations that you cannot do in other times and the human experience with the teams is outstanding”.

For instance, Peugeot could not afford the expense of joining the Le Mans 24 Hour circus this year. But it found a slice of its advertising budget to ship two hot RCZs to Bathurst for the 12 Hour race for the benefit of the international audience.

Peugeot also invested in the assault on Pikes Peak in early July, with Sébastien Loeb setting a new record behind the wheel of the one-off Peugeot 208 T16. This mountain mission was heavily sponsored by Red Bull. The gleeful message from Peugeot headquarters is that it was a really cheap event for the car maker in current hard times and will have maximum impact at a worldwide level.

PAA managing director Bill Gillespie indicated at the Redex finish that he’s riding the publicity bandwagon with plans for an hour-long Channel Seven documentary on the Colorado event. He’s also got Bathurst in mind.

Asked if Peugeot would be fielding

the 208 monster or the 208 GTi in the next 12 Hour race, he said the GTi. The new car won at Nürburgring in 2013 and is much faster than the RCZ.

It is possible one of the 300 French companies with subsidiaries in Australia will be invited to sponsor the new pocket rocket challenge.

At the Redex reception the Pugilist team had the opportunity of meeting Peugeot’s new national marketing manager, Dimitri Andreatidis. He has come from nearly a decade with Toyota Australia where he had a part in convincing the reluctant Japanese headquarters that it would be a great idea to slip a V6 engine into the Camry to produce the Aurion, and was responsible for several important model launches.

His family had Peugeots, he said, and they were enthusiastic about them. He posed questions about what enthused people about Peugeots and when did things change. Victorian president Murray Knight, who spent most of his career with Australia’s longest Peugeot dealership, was well placed to answer his questions.

For instance, Peugeot came to Australia with an all-new postwar car that was designed to perform well on the cobblestones of Europe and the rugged roads of the colonies. The 203 was widely available through the Dodge network when cars were scarce. Models like the 504 and 505 offered braking and handling that took Holden and Ford 20 years or more to catch up with.

The turning point was the switch to front

wheel drive and cars with lower clearances designed for European highways. Among the things pointed out was that club members with old Peugeots were also likely to have a modern Peugeot.

Dimitri was heading to Paris to negotiate about new models for Australia, including the 2008 baby SUV. Buoyed by strong orders from dealers, Automobiles Peugeot has added a second shift to double its production from Mulhouse to 10,000 a month.

Industry analysts are tipping it as a European leader in its category. Back to the local market in May, Renault had another strong month with its 552 sales bolstered by its van deals while Citroën, still reorganising its dealer representation, achieved 102 sales. At the top of the pops was the Corolla with 3,640 sales beating the Mazda 3’s 3,054 and outselling it for the year-to-date. Volkswagen had a very good May, but its reluctant recall is sure to upset its June results.

The Pugilist

Wheels 404 road test

Paul Watson

With next year's anniversary of the launch of the 404 in mind, I recently bought an old copy of Wheels on eBay.

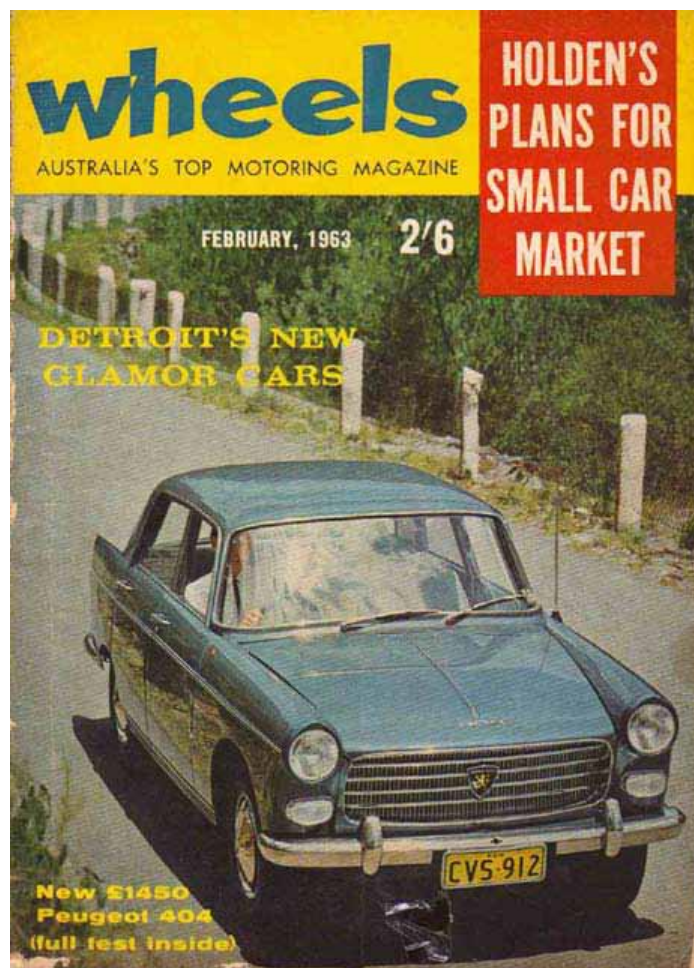
The February 1963 issue has a cover story on the 404, one that I hadn't read before. It starts with the fact that the car was locally assembled, but does not mention where.

I assumed that the assembler would have been Continental & General at West Heidelberg, but I went to Ewan Kennedy's book, Peugeot: The Australian Story, to make sure.

Strangely enough, Ewan's chapter on the 404 states that local assembly began when Renault Australia took over the West Heidelberg factory in 1965. At least, that's what it seems to say: "The biggest news for 1965 were not the changes to the 404 but that it was now locally assembled in Melbourne."

It's not a major issue, but it made me scratch my head. Anyway, back to the 1963 road test report, written by the editor of Wheels, Ian Fraser. Like virtually every Peugeot road test in the 1950s, '60s and '70s, this one is unambiguously enthusiastic, which shows how far ahead of the pack Peugeots were in those days.

The car cost £1,450, "more expensive than the Vauxhall 4/90 or the Fiat 1500 – two cars with which one is inclined to compare the 404 initially – it really drops into the (Holden) Premier/(Ford) Futura/Vauxhall Cresta group". (At this time the Futura and Premier were all the



rage and were regarded as semi-luxury cars.

The Cresta was breathing its last in the Australian market.) The 404's price had been reduced from the £1,600 that some people had paid to have cars imported privately. The article contains the usual praise for the 404's interior fittings and stainless steel exterior trim, noting that there were armrests on all doors but pointing out that the central armrest in the rear seat "houses the only ashtray in the rear, which seems a surprising lack of thought, since it means that if three people are carried abreast there is no place to ash a cigarette".

Oh dear, how sad. Fraser would have liked to see crash padding on the sloping dash, but he praised the "complete range of instruments", the large glovebox and the vanity mirror on the passenger's sun visor.

He was also full of praise for the fresh-air ventilation (this was the first 404 with circular vents) and heating. Such features would not rate a mention in today's road tests but back then they were big news.

He thought the front seats were great because "it is possible to find a very comfortable driving position by juggling the fore and aft and squab adjustments". At a pinch, he says, the front seats "can be aligned and a third person carried in the front".

In a nice example of a Freudian slip, Fraser said that "Ford visibility" is good. Maybe he meant that it helped you to avoid the XL Falcons that were wandering all over the road.

But the article's real praise came to

performance and handling. Fraser loved the engine (which “ranks with the smoothest fours produced anywhere at any price”) and admitted that at one stage he drove the car for 10 miles (16km) at 70mph (118km/h) in third gear, without realising it.

“On the open road it provides effortless and silent cruising at speeds up to 80mph (134kmh).” He said the “really surprising aspect of the 404 is how easily it does things.

Its performance figures are very satisfactory yet, when things were recorded, it felt as the zero to 50mph time was around 14 seconds”. In fact, the car did zero to 50mph (84km/h) in 10.8 seconds.

Strangely, Fraser does not mention what tyres were fitted to the car. It’s quite possible that local assembly in those days would have meant some dreadful local crossply Skidsures.

Michelin X tyres became standard when Renault took over assembly in 1965. He said the stopping ability of the drum brakes was “nothing short of spectacular” and I remember reading in 1965 that the

404’s brakes had a greater swept area than those of the much heavier V8 Pontiac Parisienne.

Fraser predicted that the 404 would “have a wide appeal to people who like their motoring to be swift, smooth, silent and comfortable”. People who have not driven the 404’s contemporaries from those days would have no idea how far ahead of the pack the Peugeot was. Most motoring writers did, though.

Yet strangely, in another article Fraser

heaps praise on the ghastly Wolseley 24/80, which had the BMC Australia Blue Streak 6 motor that made it handle like a barge.

He said the Wolseley and its cousin, the Austin Freeway, were “not exciting to drive, but impressively rugged, economical and slightly quicker than the (EJ) Holden”.

Well my grandfather had a 24/80, which I drove a bit when I was a lad, and it was exciting to drive because you never knew if it was going to get around corners. Nola and I used to refer to it as the Woolly Bull.

I got my licence in a 404, so I knew how a car should handle. Finally, as an indication of the Peugeot’s value for money, at £1,450, the same magazine has ads or road tests for the Simca Aronde P60 at £999, the Sunbeam Rapier Mk.3a at £1470 or £1584 with overdrive, the Vanguard Six at £1288, the Hillman Special De-Luxe at £999, the Austin Healey Spite at £950, the Mercedes 190SL at £3,405, the S series Valiant at £1,395, the Holden EJ wagon at £1,218 and the Ford Falcon at £1,140.

You could buy a Ford portable radio for your Falcon for £66, or almost 6 per cent of the price of the new car. That’s the equivalent of about \$1,800, based on a new-car price of \$30,000 today.

The Pugilist



307 Power steering woes- Part 2

Mark Besley

Last month I described how the 307 power steering had ceased to give any steering assistance, and my simple checks of fuses and hydraulic fluid level had not revealed any obvious problem.

At this point I decided to take the car to Justin Fisher and let him have a look into the issue. The first challenge was to decide whether it was OK to actually drive the car there or whether it needed to be towed. My initial experiments with manoeuvring the car in the street outside my house had indicated that “strong arm tactics” would be required.

Ultimately I considered that a significant part of the trip would be along the freeway at speeds where power steering assistance was not required so I chose a quiet time traffic-wise and set off.

All went fine until the steering started feeling very strange as I was driving along Burke Road. I had a momentary fear that something had drastically failed until I realised that the power steering had suddenly started working again! That made the last part of the journey easier and I delivered the car without any problem.

Given that the hydraulic part of the system appeared intact, the initial investigation was to focus on a possible electrical

fault which might be preventing power getting to the pump. Power coming from the maxi fuses is essentially coming “straight from the battery” so a failure to deliver power to the power steering pump does not show as a fault in the multiplexing system.

I was hoping that this might simply be a problem with the high-current electrical connection to the pump. The pump is low down at the front of the car and I thought that seven years of water and dirt being splashed up from the road might have taken their toll on the electrical connection.

Of course this would also have led to a cheap and quick repair! However it turned out that the main electrical connection to the pump is extremely well sealed (more about this later)

so this was not the problem.

Unfortunately this investigation was all pointing to a problem with the pump itself, meaning that a replacement was going to be necessary. Removal of the pump and detachment of the electrical connections revealed that hydraulic fluid was leaking into the electrical section of the pump and causing the problem. The amount of fluid that had leaked was small and so was not noticeable as a drop in the reservoir level.

Due to the high hydraulic fluid pressure and the good sealing of the electrical connector, a strange side-effect of this problem was that hydraulic fluid was being forced up the inside of the power cable running to the pump from the maxi fuses.

I had noticed some dampness in the bottom of the fuse box but had simply assumed that something had been spilt or some water had got in. It had not occurred to me that this was hydraulic fluid. It had travelled quite a long way along the cable - from low down on the driver's side of the car to a high point on the other side. I am now wondering if the presence of hydraulic fluid under the maxi fuses is a reliable way to predict an imminent failure of the power steering pump.



Although some other cases of power steering failure have been fixed by replacing the pump with a second-hand one, in my case I decided that the pump should be replaced with a new one. Unfortunately these are an excessively expensive item and this is of considerable concern if these things are starting to fail routinely on seven or eight year old 307s.

I intend to discuss this topic generally in a future column. To add to the misery, the hydraulic fluid was also expensive, putting the total cost of repair into the “very painful” category.

To make matters worse, the pump has its own computer “chip” inside which needs to be programmed before the pump will operate properly. This is somewhat reminiscent of modern inkjet printer cartridges which have a chip recording the amount of ink remaining as a strategy to prevent their refilling

with low-cost ink. I sincerely hope that Peugeot are not following the same principle.

I have included a picture of the old power steering pump with some key points of interest

annotated. Note that the hydraulic reservoir is an integral part of the pump.

— from Torque.

