

ROAR

Magazine of the Peugeot Association of Canberra



March 2013

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ON THE COVER

A Peugeot Type 27 dating from 1899 in the Musée de l'Automobile Henri Malartre. This motor museum, housed in an 18th Century castle 11km north of Lyon, contains 120 historic cars, motorbikes, pushbikes and motoring memorabilia. Incroyable! (Allan Lance)

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

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The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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Greetings all,

The annual Wheels Exhibition was held at Thoroughbred Park (Canberra race course) on Sunday 17 March, and the PAC had a good line-up of vehicles right in front of the grandstand.

It was a bright sunny day, but the breeze was strong enough to prevent us erecting the club marquee. As it happened, the breeze was also cold, so sitting in the sun turned out to be the order of the day. The autumn Lifeline Bookfair was on at nearby Exhibition Park and I strolled over there for half an hour, buying a few treasures at bargain prices.

Of the Pugs on display, most interest seemed to centre on the older models – the two 203s and the 403 cabriolet, but that's not to take anything away from the 505s, 404, 206 and

205 that were there. Alan Johnson's 403 cabriolet, similar to the car made famous in the TV detective series, 'Colombo', is not an original cabriolet – Alan modified a sedan to create his cab, which is for sale if anyone would like to own this very unusual car.

As always, there was a terrific array of vehicles of all makes and models on display at Wheels, one of the most eye-catching being an Aston Martin Lagonda, a curious looking wedge-shaped car with a futuristic (for the time) dashboard that would have been very much at home in the movie '2001 A Space Odyssey'. The car was displayed between 2 much older Lagonda's, and with a nearby Lagonda banner, but sadly there was nothing on display to tell me anything about 'The Wedge'. I'm guessing that the car was a Series 2 model, which, according to Wikipedia, was built between 1976 and 1985.

Speaking of Wikipedia, in last month's column, I wrote about the recent Bathurst 12 hour race and the triumph of the two RCZs in the invitational class for cars under 1600cc. In that column, based on information from Wikipedia, I said that a Lamborghini Gallardo was in the same class – as Fred Enden rightly pointed out to me, this must be an error, because the Gallardo has a 5-litre engine. Just goes to show, you can't believe everything you read on the net!

Sue and I will be heading down to Wodonga for the Easter Pageant, organised by the Victorian Club. The program features all the usual events including concours, motorkhana, observation run, presentation dinner and farewell breakfast.

Sue and I will be attempting to defend the Champion Club Trophy that we won last year, but competition, as usual, will be fierce (but fair!). The trophy was looking a bit tatty after 30 years, so I took the liberty of having one side of the trophy refurbished when I had it inscribed, recently. A full report of the



Pageant will appear in the next issue of Roar.

Although the Easter Pageant concourse was not my prime motivation, I recently had some scratches on the bumper of my 508 repaired at Hume Body Works, who specialise in Peugeot work. The scratches were a constant reminder of my ineptitude in backing into my son's 406 at Christmas, so they had to go.

I am happy to report that the rear end looks like new again. My thanks to Hume Body Works manager, Geoff Parkins, for doing a great job, which entailed complete removal and refitting of the bumper panel, respray and replacement of the stick-on 508 badge.

Our next club meeting will be at the Weston Club at 8pm on Tuesday 26 March, with dinner from 7pm. The Weston Club is a very pleasant place to meet, so why not come and join us for a drink, a natter and a bite to eat?

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

505 wagon

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

405 Mi16

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

406 sedan

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



CLUB EVENTS 2012

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.

23 April

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

Calendar

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.



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 – Mob: 0411 240 818.

203s galore on Redex trial

Peugeot Automobiles Australia will sponsor latest adventure

Peter Wilson

Seventeen Peugeot 203s will take in the 60th anniversary rerun of the 1953 Redex Reliability Trial in May, organiser Graham Wallis reported.

Accompanying them will be eight other historic Peugeots, a VW Beetle and a 1953 Humber on this latest Peugeot Car Club of Victoria recreation of a legendary outback adventure in which a family's humble Peugeot 203 won an amazing upset victory.

The cars will cover 10,600km over four weeks. It's the third trials rerun that Graham has organised and he has planned a scenic route with motorkhanas, economy runs and observation runs as optional competitive elements to the touring event.

Where the original trialists competed against the clock in heat and dust on little known outback routes, today the route is entirely on sealed roads, though Graham has included some optional dirt trips.

Graham said Peugeot Automobiles Australia has confirmed its support for the rerun, the third it has sponsored. The first

thing done after receiving this good news was to contact every Peugeot dealer along the route to explain the plans, he said. Without exception the dealers have shown great enthusiasm towards the event.

They will arrange media publicity for the Peugeots when the rerunners visit their premises for lunch stops or for end-of-day control points. The second success, Graham said,

was the agreement of Holts in the UK for the use of Redex trademark. Alastair Inglis achieved this after unsuccessful attempts in Australia.

"They are happy for us to use the logo and it looks like some support may be available," Graham said. Holts have provided the latest logo for documentation.

Cars will assemble in Maitland for the



event on May 13 and after a celebratory dinner will set off on the 460km first leg, to Inverell the next morning. This rerun will not leave from the old Sydney Showgrounds, the starting points for the 1953 and 2003 events, because since Fox Studios took it over hire charges are steep.

Entries have been firming up since a rev-up from Graham, but there are still six unknowns and one anonymous payment. He has advised entrants of the latest entries and event schedule with updates of accommodation situations along the route.

Entries

Peugeot 203

Ian Reddoch, Les Hanson, Peter Nash, John Brumby, John Vagg, Colin Handley, Ted Geermans, Ian Hampton, Doug Fernie, Peter Dobe, Geoff Boyd, Les Jennings (two vehicles), Stephen Waddington.

Peugeot 203 panel van
Keith Boyd

Peugeot 203 Styleside
Damien Jenkins, Alastair Inglis.

Peugeot 203 wagon
Don Tracey

Peugeot 404
Rod Piggott, Kim Pollock

Peugeot 403

Phil Bromley, Robert Crosland, Paul Watson.

Peugeot 403 wagon

Dave Rowell

Peugeot 204

Don Pearson

Peugeot 505

Joan Hoey.

Humber 53

Jack Phillips

VW Beetle 57

Rod Farrell

Still to be confirmed: Dave Duirs, Neville Summerill, Robin Ingles (203), Don O'Regan (403), Pippa Wright (404), Chris Staff (VW).

At least seven NSW cars will take part and their owners have been busy with their preparations for what will be a demanding journey for their cars.

For the 2003 rerun Bombala farmer Neville Summerill spent long months rebuilding a Peugeot 203 that had been in storage at Windsor for 25 years. This time it's Neville who has had the body repairs – a new knee and a quintuple bypass – and the car, hardly used since its last big outing, is ready to go after a grease and oil change.

At this stage he is still seeking a partner for the trip. Peter Nash and Phil Challinor have completed the restoration of a Peugeot 203 and Peter proudly showed photos of the completed car at the club's anniversary dinner and promised an article on its restoration.

Peter got the car going soon after buying it in 2002, but the body repairs had to await his retirement because his attention has also been focused on restoring his 1955 Land Rover (done) and then his rally Peugeot 404 (done).

About six Peugeot 403 owners indicated their interest, including Robert and Enes Crosland, who went in 2003 in their 1959 Peugeot 403. While Enes at first said: "It's maybe at this stage", Robert was preparing the car just in case they go. He was making up a wheel balancer so he could run 404 tyres to lower slightly the touring rpm of his standard engine.

Robert said he was looking forward to the change of route and particularly the visit to Longreach, but he realised the long drive would be a physical challenge that a mature driver could be proud of tackling.

Their decision was to go as far as Longreach, because they had seen the rest. While Graham has tried to skew the event to 203s and 403s, Don Pearson enjoyed previous events so much that he twisted Graham's arm to include a front-wheel-drive Peugeot, his 204.

Another exception was Victorian Joan Hoey, who completed the 2003 rerun with her

late husband Ray in their 403; she is taking her 505 that has been on many club tours.

Chris Hall had planned to take his injected rally 404 on the run again – “All it needs is a grease and oil change,” he said – but had to withdraw because he was about to host friends making a long-delayed visit from overseas.

Speaking from his back shed, where he was sorting out Peugeot parts, Chris said he had found a new kit for a 32 mm Solex carby he’d had difficulty obtaining in 2003. “If anyone wants it or any other parts, they should try me,” he said. Chris is at 02 44994 7042.

In his newsletters to entrants, Graham has offered advice on car preparation. He warned that cars should be loaded beforehand to check whether the suspension would handle the weight. People who skipped this on previous events had problems.

Graham told entrants: “The Darwin stopover is looking excellent, with dinner courtesy of the local vehicle restorers’ club at their historic hangar in Parap. Servicing will be available at the hangar during the day as well as at the Tyrepower outlet; the manager is an experienced rally driver and enthusiast, who I met by chance at Beechworth. “As the event draws closer we will have an impressive list of activities.”



Peugeot Car Club of Victoria 60th Anniversary REDEX Rerun Itinerary

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

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

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

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

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

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

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

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

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

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



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



French car drives in 2013

Here is the proposed schedule of events for this year:

April 28: Brunch at Tulip Café in Piallago

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

August 25: Day trip to Boorowa.

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

December 1: Evening BBQ at Lake Ginninderra

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

Time trial day at Marulan

Helen Louran

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

The Peugeot, Renault, Citroën and Fiat clubs are invited and they may bring family or friends as before. 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. We need a minimum of 35 participants.

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 issued 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.

Simple 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 Or email myself, Helen Louran, with any questions etc. at: helenandneale1@optusnet.com.au

My phone Number 0413 594 792 or 02 9718 0321

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



Sime Darby gets Citroën

PSA Peugeot Citroën is happy to have placed all its eggs in the Sime Darby basket for distribution of both its brands in Australia, despite a 42 per cent plummet in local Peugeot sales volume since 2007.

Visiting Australia for the official handover of Citroën from Ateco Automotive to Sime Darby, PSA vice president of international operations Yves Moulin effectively admitted that PSA shares the blame for sagging Peugeot sales here.

“It is never – the same for Ateco – it is never only the responsibility of the distributor,” he told GoAuto. “There is certainly a responsibility of the distributor but also a responsibility that depends on prices because of the market, it depends on the people we put in place to help them.

“At the end of the day to convince new customers you need to put more money into advertising, the retail prices, the staff, so at the end of the day it depends on the energy and the investment you make into the market.”

Mr Moulin said that PSA had decided to stay with an independent distributor in Australia rather than establishing a subsidiary because of this country’s distance from Europe and that Sime Darby “have the right people, the right experience for this market”.



PSA vice president of international operations Yves Moulin.

More to the point, he said PSA would rather spend money on product development, new technology and reducing emissions.

Times are tight for the French conglomerate and its exposure to the slump in Europe’s new car market – resulting from the region’s sovereign debt crisis – led to the company reporting a €4.7 billion (\$A6.2bn) writedown

for 2012 and the announcement last year that it would slash up to 8,000 jobs.

Australia is just one of a number of markets where PSA has merged traditionally separate Peugeot and Citroën distribution as part of an efficiency drive established in 2011.

Mr Moulin explained that some countries have subsidiary distribution for one brand and an independent importer for the other but saw numerous benefits to the independent importer model.

Mr Moulin was also of the opinion that importers tend to be less afraid of being truthful with PSA over issues such as pricing and product compared with a subsidiary.

Sime Darby Group Australia managing director Rob Dommerson said the company is “in some ways the best of both (independent distributor and subsidiary)”, and makes



the most of its local knowledge. “Clearly we are an independent importer but we don’t act independently; we have people on the ground that work with us linking back to PSA for both Peugeot and Citroën and we take guidance from those people... it is a great blend.”

Mr Moulin said Australia remained an important market for PSA but described this market as “not strategic” for the company. “It will not change the face of PSA globally,” he said. “I believe in the market, I believe in the economy and think that we should increase our market share here. I am sure we should be able to increase our market share but it will take time.”

Peugeot sold 8,807 cars in 2007 but just 5,071 last year, with year-on-year decreases of 17.6% and 20.8% in the GFC years of 2008 and 2009. In 2010 the start of a turnaround was expected as sales dropped by just 1.7 per cent but registrations were down a further 7.6% in 2011 and 2.9% in 2012. Under Ateco, Citroën sales have more than halved since 2007, when 3,803 were registered, but Sime Darby expects to restore the brand to pre-GFC levels by 2015, with a 35% increase forecast for this year alone.

— from GoAuto

Peugeot 208 HYbrid FE unveiled

The Peugeot 208 HYbrid FE lightweight concept car has been revealed at the Geneva Motor Show.

Details are still scarce but Peugeot has confirmed that the supermini boasts a headline CO2 emissions figure of 49g/km and yet can complete the 0-62mph sprint in 8.0 seconds.

Built by Peugeot and oil company Total, the 208 HYbrid FE is designed to capitalise on the research conducted by both firms into better aerodynamics, weight saving and drivetrains.

Starting with the current Peugeot 208

1.0-litre VTi 68bhp, which emits 99g/km of CO2 and plods from 0-62mph in 14 seconds, the HYbrid FE will feature a more aerodynamic design with a much lower coefficient of drag than the production model. Special tyres and wheels will contribute to reduce rolling resistance.

Peugeot has also worked on weight reduction, replacing

body panels and windows with carbon-fibre reinforced composite and polycarbonate materials respectively to cut 200kg from the current production 208’s 975kg kerb weight.

Finally, the powertrain has been upgraded. The 68bhp three-cylinder petrol engine gets a revised combustion cycle, as well as reduced weight and friction. This is connected to an EGC automated manual gearbox which incorporates an electric motor and a battery taken directly from Peugeot’s endurance racing programs.

The Peugeot 208 HYbrid FE was shown on a large Peugeot stand at Geneva, which included 31 cars.

Auto Express



Peugeot RCZ by Magna Steyr with textile/glass roof at Geneva Motor Show

Peugeot and Magna Steyr showcased in Geneva an open roof version of the RCZ.

This special Peugeot RCZ features Magna Steyr's View Top system which encompasses transparent glass segments integrated into the textile material.

The View Top extends from the windscreen to the rear lid when it's closed. It can be opened in 12 seconds and is stacked in a special pattern at a height of just 200mm.

This folded top is positioned on the rear shelf which means it occupies a small amount of space and enables the RCZ to host two (very short) passen-

gers in the back seats.

Magna Steyr adapted the system to match the RCZ's styling as it features the coupe's double bubble roof, while the rest of the car is identical.

We don't know if Peugeot will offer this roof as an optional feature for the RCZ, but this variation attracted a lot of attention in Geneva.

Source: Magna Steyr



Peugeot & Citroën to further differentiate upcoming models – report

In an effort to combat sagging sales, PSA Peugeot-Citroën is reportedly adopting a new strategy that will further differentiate their upcoming models.

As part of the transformation, Peugeot will move upmarket and attempt to appeal to traditional car buyers. Citroën, on the other hand, will have two lines: affordable “C” models and upscale “DS” variants.

Citroën’s “cheap premium” philosophy recently debuted on the C-Elysee sedan and will carry over to the next generation C4 Picasso which was previewed by the Technospace concept at the Geneva Motor Show.

It remains unclear if the repositioning will work, but PSA CEO Philippe Varin contends the “brands are too close” and need to target different customers.

Source: Automotive News



Citroën GT 5 concept car

Peugeot VLV sold

An extraordinary, war-era, electric, the Peugeot “Light City Car,” has been sold in the United States at auction for \$20,125.

The 1942 model was sold as part of the dispersal of the Bruce Weiner Microcar Museum during a two-day sale on February 15–16 this year in Madison, Georgia.

Carefully amassed over 15 years by businessman and dedicated collector Bruce Weiner, the Bruce Weiner Microcar Museum was one of the largest collection of the world’s smallest cars. The VLV was one of 200 microcars sold.

It is difficult to imagine just how difficult the German occupation of France was for the French people between 1940 and 1945. Gasoline was forbidden from the outset, as were rubber tyres a year later.

For drivers, the most coveted item was the “Ausweiss,” or permission-to-drive slip, yet a permitted driver was still subject to numerous inspections at stations or mobile patrols throughout the city.

The French dealt with their austerity in pragmatic terms. Human-powered vehicles like the Velocar were greatly in demand during this time. Some vehicles were converted to run on wood gas.

This involved the burning of wood, coal, straw, or paper in a small furnace, usu-

ally towed behind on a trailer, whereupon the filtered and compressed gases could be pumped directly into the engine.

France had about 65,000 “gazogene”-powered cars on the roads. Other cars were seen with compressed acetylene gas cylinders on the roof or mounted behind. Buses refilled their giant roof-mounted gas bags at “city-gas” stations.

Finally, there were the electrics. Many manufacturers, including large industrial firms like the aviation company Breguet, electrical equipment manufacturers like Mildé-Krieger, or small car manufacturers like Georges Irat, had a go at making electric cars. Peugeot was the only one of the large car companies to build an electric model. It was called the VLV, or Voiture Légère de Ville, which means Light City Car.

Peugeot had been forced to turn its factories to war production for the Nazis, but the development office was buzzing with secret post-war projects. The VLV was produced overtly and described in the press.

It was a small two-seater cabriolet with a folding roof and doors, incorporating side win-



dows that were raised by a lever in the door. It was of revolutionary construction, a steel monocoque with only two reinforcing strips under the floor.

Front suspension was by a transverse leaf spring, and the two rear wheels were only

30cm apart, sharing a single brake drum. The electric motor was powered by four batteries under the front hood, totalling 48 volts and 82 amp-hour capacity. These constituted half of the 350kg weight of the car.

Control was by conventional foot throttle, with full power available for hills when pushed to the floor. A forward/reverse lever changed motor direction. The normal speed was 32kph, and the range was perhaps 80km, depending on terrain.

This unrestored example is one of very few survivors of this well-engineered pioneer, and it features distinctive features in miniature, such as the boat tail rear and the coupé-roadster style convertible top, which is a facsimile of the style of top used on large, luxurious 1930s cabriolets.



So that's where they've gone

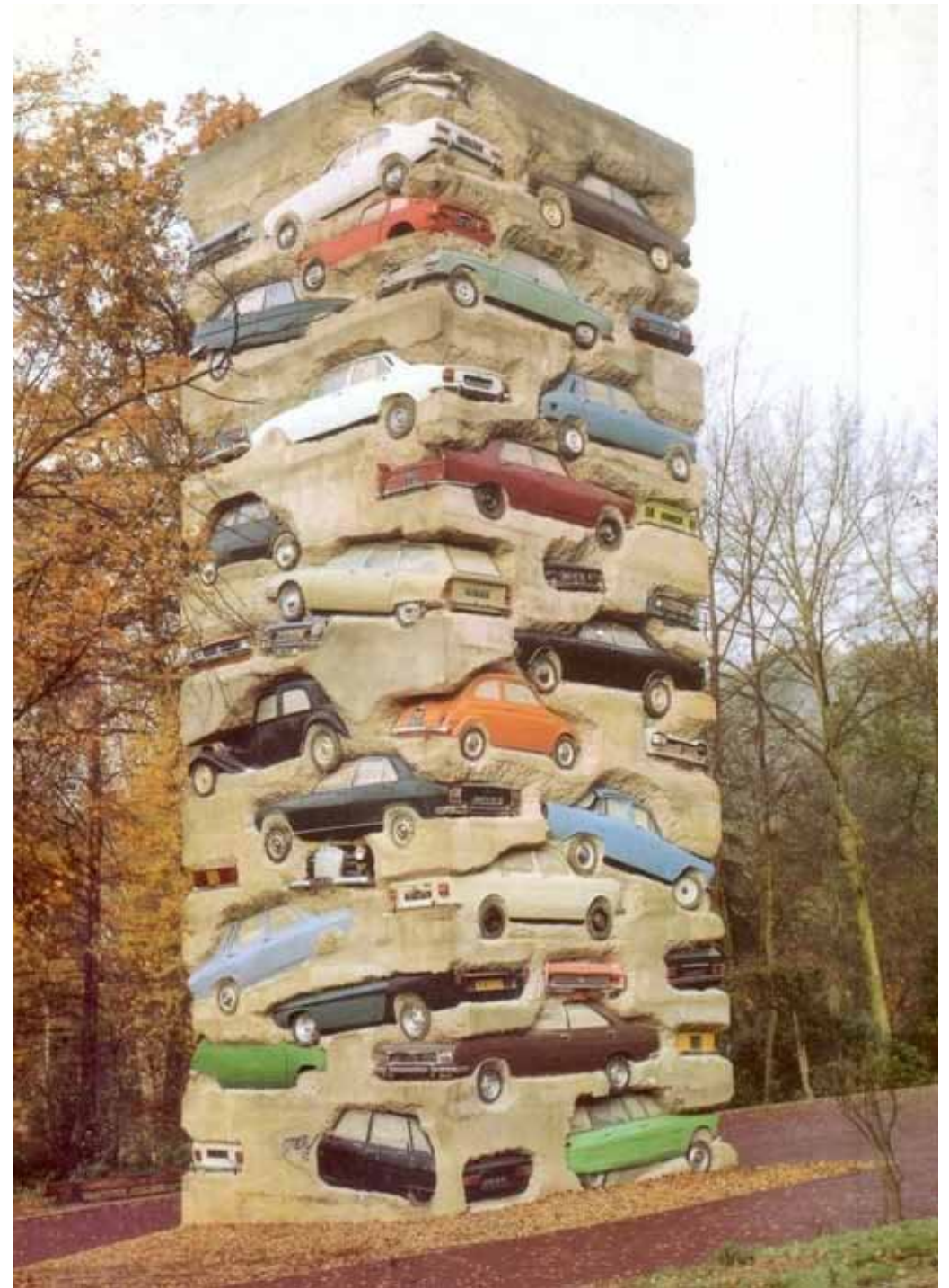
This is a sculpture called Long Term Parking and it is located at the Château de Montcel in Jouy-en-Josas, France.

This 18-metre high sculpture consists of sixty mostly French cars set in 18 tonnes of concrete.

It was created in 1982 by a French-born American artist named Armand Pierre Fernandez (1928 – 2005) or simply Armand.

How many can you recognise?

The Rampant Frog



Technical data for the RCZ sport

Engine Type 1.6 litres, EP6CDTm
 Power 260hp at 6,500rpm
 Torque 290Nm between 3,500 and 5,500rpm
 Turbo Borg Warner P154 (restrictor diameter: 38mm)
 Exhaust Diameter: 70mm
 Fuel tank Additional fuel tank (total capacity: 100 litres)
 Transmission Gearbox Sadev ST82-14, Six forward speeds, paddle shift sequential gearbox
 Differential Limited slip differential
 Electronics ECU SRT MM + data logging
 Display Colour
 Dimensions Length / width 4,290mm (excluding rear wing) / 1,840mm
 Wheelbase 2,590mm
 Front / rear track 1,770mm / 1,740mm
 Minimum weight Approximately 1,080kg
 Chassis Type Body shell with welded roll cage
 Front suspension MacPherson-type with anti-roll bar
 Rear suspension Trailing arms and flexible beam
 Front/rear dampers Three-way adjustable dampers (low- and high-speed compression, rebound) and adjustable hydraulic stops
 Adjustability Camber / toe / ride height / rear wing angle (five positions)
 Jack Three integrated pneumatic hoists
 Brakes/steering Front brakes 355mmx 28mm ventilated discs and six-piston callipers
 Rear brakes 290mmx12mm solid discs with single piston callipers
 Steering Rack and pinion with hydraulic power steering



PAC Minutes of General Meeting

26 February 2013

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	
Allan Lance	
John Geremin	
Greg Francis	

Apologies

John Bower
Ian Hughes

Introduction

1. The meeting opened at 8:20pm by Brad Pillans who welcomed the members to the first meeting of 2013 and introduced Greg Francis a new member.

Previous meeting

2. The minutes of the 27 Nov 12 meeting were read. Brad Pillans Proposed that the minutes be accepted: Moved: Brad, Seconded: Bill McNamee, Result: Carried

Matters Arising from the Previous Minutes

3. Nil (AGM Minutes).

Financial position

4. Glen Bryden reported a sound financial position with \$11051.24 cash at bank.

Outstanding Payments: \$156.00 for PO Box in Civic. Discussion on the merits of changing PO Box location – no further action.

Neil Sperring raised the matter of the position of the Public Officer. In some States the Public Officer is required to be a committee member. Is this the case in the ACT?

Secretary's Report

5. Inward correspondence: - Club Magazines. Emails from CACTMC and other parties advising forthcoming motoring events

6. Outward correspondence – Nil.

Council of ACT Motor Clubs (CACTMC) Delegates Report

7. Main points of interest detailed by Neil Sperring:

a. Summernats: Organisers invited the CACTMC to provide 20 Classic Cars to take part in the parade down Northbourne Avenue. Delegates to inform clubs and canvass membership. Noting that is a total of 20 cars from 65 affiliated clubs.

b. Centenary events: Require a black

1950-59 vintage vehicle for the 'Spin' weekend.

c. Centenary Rally from Jervis Bay to Canberra in conjunction with steam train trips to Tarago and other activities, details on the National Trust web site.

d. Wheels: Sunday 17 March at Thoroughbred Park – Bill to send reminder email with details provided by Neil Sperring. Gold coin entry to go to TADACT (Technical Aid to Disabled ACT).

e. 'Hauling the Hume' historic truck drive from Sydney to Yass 27/28 April.

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

General Business

8. Neil Sperring proposed a motion to have appropriately selected motoring events from the CACTMC Calendar occurring in and around the ACT that may be of interest to PAC Members, placed into the club calendar.

9. This would enable PAC members to participate in a wider range of CRS vehicle activities without having to request permission of the club registrar on each occasion in order to be CRS compliant.

Moved: Neil Sperring, Seconded: Brad Pillans, Result: Carried

10. John Geremin advised the meeting of an event commemorating the 40th anniversary of the NSW Peugeot Club to be held at the Parramatta Workers Club.

11. Following discussion on the merits of holding a PAC meeting in January particularly as Wheels is held in the first weeks of March and the first PAC meeting is in late February. The following motion was proposed: To conduct a PAC meeting in January to plan the forthcoming year's activities.

Moved: Neil Sperring, Seconded: Brad Pillans, Result: Carried.

12. 2013 Easter Pageant: Brad Pillans and John Geremin indicated that they would attend. In this context a motion was proposed for PAC funds be provided to restore the Easter Pageant Champion Club Trophy which has been costed by Brad at \$55.00.

Moved: Neil, Seconded: John, Result: Carried.

13. Motion proposed to re-institute the Clubman's Trophy in 2013 for recognition of members participation and contribution to Club activities.

Moved: Brad, Seconded: Bill, Result: Carried.

14. Awaiting information on venue and date of the next event after Wheels, The Battle of Waterloo.

Close

15. The Meeting closed at 9:15pm. The next meeting will be held on Tuesday 26 Mar 13.

