

ROAR

Magazine of the Peugeot Association of Canberra



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ON THE COVER

Peugeot is back in the race (Paris - Dakar that is).

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,

As promised in last month's column, here is an update on the saga of replacing a damaged towbar on our 306 sedan. Finally, some good news – I made one last attempt to source a towbar by paying a visit to Roof Rack City in Fyshwick and had immediate success when the bloke behind the counter looked up his (on-line) parts catalogue and announced that they could indeed supply me with a suitable towbar.

The catch was, that it was not an off-the-shelf towbar, but made-to-order, and that it could take anything up to 6 months! Armed with a part number and a Roof Rack City business card I went back to my panel beater with the news. He has now ordered the towbar and has been told anything up to 3 months for it to arrive. Just as well we have a Hilux ute on loan for a few more months – we can either carry stuff in the tray, or we can use it to tow our trailer.

That's not the end of things to tell about the 306, either. I had been pretty confident that I

had fixed the brake-light/indicator problems when I isolated a cluster of bare wires (from the trailer wiring) and replaced a couple of blown fuses (reported in the March issue of Roar). However, we subsequently noticed that the left rear tail light was not working, which I quickly traced to another pair of exposed wires. Once again, I taped up the wires, replaced a fuse and all was well. And once again, it was clear that the panel beater had been careless when he fitted a new bumper and not been careful with the wiring.

Then (and this is the last word on the 306) I had another bad experience in the form of not being able to start the car. I had left the car with the panel beater for a day and had Sue drop me off to collect it at about 5pm. I jumped in the car but, despite many attempts, it would not start. The starter motor was turning over beautifully, but the engine just would not fire.

So, I called the NRMA, as it was getting dark, and prepared myself for a lengthy wait (peak hour and all that). I was pleasantly surprised when the NRMA guy turned up in about 20 minutes, but he couldn't get it started either. "I reckon it's your fuel pump", he pronounced, and we called a tow truck. Another 20 minutes wait and the 306 was unceremoniously towed to Bill McNamee's place for examination the next day. The tow truck driver knew exactly where to go – "All the Peugeots go there", he said, confidently.

The problem turned out to be a key problem. The key I was using, was the spare key (the panel beater still had the original) and it had not been used for a few years, I suppose. It simply needed to be re-coded, a job that was done a few days later, while I waited, at Melrose Peugeot. The disappointing thing, for me, was that there was nothing that pointed to a key problem unless the engine was interrogated with the engine management software that Bill and the dealers all have. If I'd been driving the 508, I would have quickly been informed, via a dashboard message, or if had been driving a much older Pug, coded keys would not have been a problem!

OK, back to club activities to finish off.

The annual Battle of Waterloo event will be held from 10 am to 2pm on Sunday 15 June, in Kings Park, near the Carillon – the same venue as for the Wheels event, earlier this year. Intending participants should arrive between 9 and 10 am. Note that entry to Kings Park is only from the north-bound lane across King's Ave bridge (i.e driving towards the Russell Offices from the Parliamentary Triangle). Also note that a condition of NCA approval for the event is that all vehicles must have drip trays. Once again, Shannons are sponsoring the event and the PAC will be running a BBQ. All club members should consider coming along to ensure another glorious French victory on the automobile field of battle.

As usual our monthly meeting will be held at the Raiders Weston Club, at 8pm on Tuesday 27 May, with dinner and drinks from 7pm.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

For Sale

203



203, 1949. It is in good running order and registered in NSW. Has been restored and looks in showroom condition. See photos.

The motor is original and runs well I have spent a lot of money on restoring this vehicle. \$16,500ono. John Storey, South Tweed Heads, 0403 059 879.



CLASSIFIEDS

FOR SALE

Peugeot 406

Peugeot 406, 1999, 2 litre auto. Trying to decide whether to pension her off. White, generally in reasonable condition, runs well be it with the occasional AL4 issue. Recoed AL4 available as part of the deal. Damaged door but can swap if someone wants the car. Current ACT rego until October. Open to offers if someone needs a car or wants one for parts. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

Peugeot 405

Peugeot 405 Turbo Diesel, 1995. 220K, alloy bullbar. New injectors, timing belt with tensioners, glow plugs, harmonic balancer and a thermostat and thermo housing on it at 185K some 6 years ago. New alternator and tyres 3 months ago. Returned 1,185km to the tank at 100kph and used no oil on trip from Qld. \$1,500 ONO. Rob Jones, (M) 0477 337 318 Robert.Jones6@riotinto.com

PARTS

206 Octagon mags

206 Octagon mags, 14 x 5.5. 4 serviceable secondhand with 2 useable and 2 worn tyres and 4 brand new in boxes. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

203 and 204 extractors

Ron Gruber in Sydney is taking orders for extractor exhaust systems to suit 203 and 403 Peugeots. He needs orders for 10 sets of each 203 and 403 to get a really good price of \$260 each set.

Anyone wanting to place an order contact him at gruber4@gmail.com

404 hubcap

404 hubcap (1 only) for sale for \$25, at Cooma. Contact Noel Carter noelcarter@exemail.com.au

CLUB EVENTS 2014

Calendar

27 May

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

31 May

Shannons Canberra Cars 'n' Coffee. Unit 20, 2 Yallourn Street, Fyshwick, ACT, 2609. (Behind the United service station on Canberra Avenue.)

15 June

Battle of Waterloo, Rond Terraces, southern end of Anzac Parade on the northern foreshore of Lake Burley Griffin's Central Basin. They adjoin Commonwealth Park and Kings Park.

24 June

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

FRENCH CAR DRIVES 2014

22 June Canowindra, 190km drive from Canberra , to visit Age of Fishes fossil museum. <http://www.ageoffishes.org.au/>

24 August local winery visit, any suggestions?

26 October Bundanoon Garden Ramble, guided tour of open gardens in Bundanoon area of Southern Highlands

7 December BBQ by shores of Lake Ginninderra

Lisa Molvig
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Car events 2014

2-7 June 2014 | Outback Land Rover Heritage Drive | Outback NSW TBC

15 June 2014 | Battle of Waterloo | Canberra ACT TBC

6 July 2014 | Henry's Winter Wander | Start Mt Ainslie ACT

30-31 August 2014 | South Coast Nationals | Moruya NSW

TBC September 2014 | John Grannall Memorial Charity Day Car Show | ACT

TBC September 2014 | German Autofest | Lawns of Old Parliament House ACT

21 September 2014 | Mercedes-Benz Club ACT Concours | ACT

11 October 2014 | Gundaroo Music Festival | Gundaroo NSW TBC

October 2014 | Capital Jam | Kings Park Lake Burley Griffin ACT Third Weekend |

October 2014 | Girder Fork Rally | Cooma NSW

24-26 October 2014 | National Capri & Classic Small Ford Muster | ACT

1 November 2014 | Classic Yass | NSW TBC

November 2014 | Canberra French Car Day | ACT TBC

November 2014 | BMSC Tumut Rally | NSW TBC

November 2014 | Canberra Swap Meet | ACT TBC

November 2014 | ACT All HSV Day | Belconnen ACT

November 2014 | Marques in the Park | Belconnen ACT

November 2014 | Canberra Ute Car Truck Muster | Hall

22 November 2014 | Snowy Mountains 1000 | Cooma

22 November 2014 | Tuggeranong Community Festival

November 2014 | Queanbeyan Swap Meet, All Ford Day &

All GM Day | NSW TBC

November 2014 | Queanbeyan Swap Meet & American Car Nationals | NSW TBC

December 2014 | Terribly British Day | Patrick White Lawns ACT

Other Events | Australian Swap Meets

2015

4 January 2015 | Summernats Classic & Vintage Show & Shine | ACT TBC

January 2015 | VVCMC Rally | ACT TBC

January 2015 | CRAKK Run | ACT TBC

February 2015 | 4WD Spectacular | Queanbeyan NSW TBC

February 2015 | Highlands Steam & Vintage Fair | Oberon NSW

Staying in the race

Peter Wilson

At first it looked as if the Peugeot group's Back in the Race plan to regain profitable production would spell the end of the road for one of Australia's most popular recent models.

Chief executive Carlos Tavares indicated that the present 45 Peugeot and Citroën models would be shrunk to 26 between Peugeot, Citroën and the new DS brand. The obvious first targets were the Mitsubishi Motors collaborations that helped PSA catch up in the SUV market.

Languishing European sales of the 4007 and 4008 saw the 4007 get the axe in 2012 and there were hints from Paris that the 4008 would be next.

By early 2013, 12,300 4008s had been produced in Japan and Russia, with sales of 9,300 units. Peugeot had put more effort into body styling of the ASX-derived model to give the attraction of European looks, Peugeot tweaked underpinnings and proven Mitsubishi mechanicals. Even so, Peugeot UK showed no interest in the model. In contrast, the 4008, making its debut here in May 2012 ahead of Europe, has found something of a market sweet spot.

Former Peugeot Automobiles Australia chief Bill Gillespie was so confident in its success in a market with expanding small SUV sales that 900 units were ordered for the first year from the Nagoya plant in Okazaki, Japan. Without the ASX tizzy bits, it looked like a Peugeot and Peugeot's local research showed that looks were the main factor with buyers of compact SUVs and the most popular configuration by far would be a petrol engine and automatic transmission.

Although it meant disappointing country dealers with strong diesel markets,



the new team at the Homebush headquarters declared the latest petrol models were as fuel efficient as diesels and skipped the two oil-burner models being sold in Europe.

Traditional Peugeot owners may have worried that, unlike the 4007, the 4008 did not have a Peugeot heart, but that did not worry the folk who bought enough of them to make it Peugeot's second most popular model to the 208 in 2013 with sales of 971 units.

The success of a model in one market does not mean it will get a similar response in another, the best example being Mazda doing better here than in other global markets.

Mr Tavares gave the impression cars would be phased out gradually rather than suddenly. The French government, now a shareholder, would not wear further factory closures. Analyst Glenn Brooks, of the just-auto website that monitors global auto production cycles, has suggested the 4008 will go when it is due for a body update next year, although even that would depend on the nature of the contract with Mitsubishi.

Even if it did go, that would not mean the sudden end of the road for the 4008 here. When the Peugeot factory at Ryton in England was scheduled for closure, Australia placed a big order for the last right-hand-drive 206s to boost supplies because France produced only left hookers. That plan was thwarted when Ryton was closed sooner than expected and the popular 206 sold out quickly.

Later, when right-hooker 206s were available, the model was deemed too dated to bring in. Peugeot Automobiles Australia saw sales of the 4007 increase when it repositioned it, i.e., dropped its price, and when Paris decided to axe the model, Homebush ordered another 1,000 or so from the end of the run.

This meant its big SUV was on hand

to keep on sale as a new vehicle until this year. From the chassis number of my long lost Peugeot 604, I gathered that it was sold new three years after it was built, but that was when Australian homologation rules required 1,000 units to be imported.

Anyway, should the 4008 be axed the pain of losing such a good seller can be eased here by a generous final order. What may give the 4008 a stay of execution is the China factor. China is crazy for SUVs. If it does well as Peugeot steps up its Chinese involvement though its local shareholder, the 4008 will survive. It is an import — Peugeot's Chinese joint ventures cannot make the 4008 there because a Mitsubishi joint venture is making the ASX.

The Chinese market was up 18 per cent year-on-year in February to 1.6 million vehicles, with the Peugeot 301 making the top 100 for the first time.

Good news, too, from France where car sales are rising at last, up 9 per cent in March and 3 per cent in the first quarter. Peugeot sales were up 16 per cent and Citroën's 13 per cent with the 208 and 2008 in the French

top four.

Peugeot group shares rose on news that Peugeot auto revenues were up 2 per cent in the first quarter of the year. The heat has gone out of the Australian market this year with sales of 92,297 vehicles in March indicating a 2.4 per cent decline for the quarter.

However, large cars have picked up thanks to the comeback of the Commodore and SUV sales remain strong, up 5.6 per cent in March as passenger car sales

slipped. Peugeot had its best sales this year in March of 364 units, down 9 per cent on the 401 in March 2013, to finish the quarter with 1,010 new registrations.

Things are expected to improve after some churn in dealerships and with the new Muirs outlet on Parramatta Road establishing its presence in a big market.

Renault registered 788 units in March for 1,784 for the quarter. Fiat had 485 to move 1,548 for the quarter. Volvo was one behind Peugeot with 363 in March but

beat it for the quarter with 1,218. Toyota was the top seller in March, rising to 18,275 units, followed by Holden (9,851), Mazda (9,203), Hyundai (8,606) and Ford (7,037). With a March figure of 4,086, the Corolla finished ahead of the Mazda3 (3,587) and HiLux (3,105) while the Commodore continued its comeback with 2,967 units.

The Pugilist



The models likely to be axed by PSA's Tavares

Glenn Brooks

The new head of PSA Peugeot Citroën says the group's model range will be slashed to just 26 vehicles, across three brands, by 2020. Which vehicles might Carlos Tavares be sharpening his axe for?

First off, let's set light commercials to one side as there was nothing in PSA's statement this week about these. The company has existing alliances in this area - joint production with FCA, supply to TME - and it won't be a surprise if new co-operations are announced over the coming year.

Expect a few old timers to fade away as planned - the Berlingo and Partner from the 1990s are still built at Palomar in Argentina but they're unlikely to last past 2015.

Proposed successors for passenger versions of the Nemo and Bipper small delivery vans (built by TOFAS in Turkey) are probably now dead too.

Starting at the smallest segment, here we find the unloved, MMC-supplied Citroën C-Zero and Peugeot Ion twins. Is there a significant market for A segment EVs?

There might be one day but as Mitsubishi's own experience shows, the original i-MiEV has been something less than a hot seller, especially in Europe and the US. In Japan, it has fared better but it's hard to

see PSA taking replacement models from MMC. A follow-up to the i-MiEV is due to be launched in Japan in 2016.

PSA's other cars in this segment seem safer. The Peugeot 108 and second generation C1 were revealed at the Geneva show last month and we'll see them in showrooms from June/July, along with the third of this trio, the Toyota Aygo.

Using the old platform is a good idea for keeping costs down, as is keeping the production site at Kolin in the Czech Republic. It would have to look far more premium than these three do, but a hypothetical DS 1 or DS 2 is an obvious addition. A surprisingly often overlooked and highly profitable segment awaits in a couple of major markets - the Lancia Ypsilon and pricey Fiat 500 limited editions sell well in Italy and France.

Moving up to the B segment, the C2 is old and sold only in China so it's almost certainly for the chop. Expect this by then decade-old model



Peugeot iOn.

to be discontinued in 2016 and its place on the line at Wuhan 1 to be taken by something that's bigger and commands higher prices.

The C-Elysée is made at the same plant and supplements the second generation model but it's likely to be phased out in 2015. That's around the same time as the newer C-Elysée will be headed towards its first facelift. This B segment sedan is made at the more modern Wuhan 3, as well as in Spain alongside its Peugeot 301 twin.

Unless PSA can work out a way of building and selling a lot more of these would-be rivals for the Dacia and Renault Logan, a hard-headed decision to axe their 2020 replacements might need to be taken.

The next C3 and C3 Picasso seem safe, as do the related Peugeot 208 and DS 3 successors. All will use PSA's own future EMP1 architecture. This follows an October 2013 statement from PSA, in which it said the "B-common platform project is under review" but provided no other details.

K-T Neumann, the head of Opel-Vauxhall, stated in an interview just weeks ago that the GM division would not be collaborating with PSA for B-Common. This means PSA will go its own way and evolve this into what will be rebranded as EMP1. Opel/Vauxhall will use its own G2XX architecture for the second generation Adam and other future B segment models.

Will Brazil's AirCross, a C3 Picasso-based crossover, make it to a new generation? It seems unlikely - the Porto Real plant

should instead gain a higher- priced B-SUV from 2017. A couple of other Brazilian-made models will likely soon be discontinued - the Peugeot 207 Brasil series, plus the Hoggar pick-up, and the old-shape C3 will surely all be dropped by 2016 or 2017 due to their age, and replaced by models for which higher prices can be asked, such as the 208, 2008 and next generation C3 Picasso.

Long before Carlos Tavares' recent grand announcement, PSA had been quietly cancelling a few once-proposed models, including a theoretical 208 CC. The 207 CC continues to be made, for now, but its place at the Villaverde plant in Madrid is expected to be taken by the C4 Cactus from August.

The twelve year old 807 and C8 mini-vans are also due to be discontinued - the 5008 and C4 Grand Picasso are fresher and similarly sized.

What about the global C segment? Here there really could be a shock. Will the next generation C4 make it to market as scheduled in 2016? The three-door body style was not replaced for the current Mark 2 model, and it would seem logical to use the new C4 Cactus as a quasi-successor to the five-door.

Even if the C4 hatchback has no direct successor, Peugeot would probably still get a replacement for the 308 - that one isn't due until 2020.

The future looks bleak for two C-crossovers, the C4 Aircross and 4008. These are based on the Mitsubishi ASX and neither has been a success. A mid-life



Citroën C4 Cactus.

facelift is theoretically due in 2015 but unless MMC has locked PSA into a rigid supply contract, the Okazaki plant in Japan is probably going to stop building these two some time soon. What's more, the forthcoming C4 Cactus shows that PSA wants to go its own way in this segment.

Another C segment model, the second generation Peugeot 408, is about to be revealed at the Shanghai motor show. This will be initially for China and is the sedan version of the 308. A longer wheelbase Citroën C4 L derived from the same EMP2 architecture, and due in 2016, might be axed in favour of a future LWB DS 4 sedan. That one would surely deliver better margins but politics might get in the way: DS cars are made by CAPSA, a JV with Changan, whereas Dongfeng is PSA's partner for locally made Citroëns and Peugeots.

It's in the D segment where there might be another upheaval: the C5 looks like a dead duck. It doesn't sell well, the styling is dull and

its class is crowded and soon (Q4, 2014) to be attacked by a new Passat.

Surely no replacement can be justified? The trouble is, PSA needs the economy of scale to justify building the next Peugeot 508, especially now that the original plan to share an architecture and production plant with Opel-Vauxhall has fallen by the wayside.

The Citroën is due to be replaced in 2016 and the Peugeot in 2017 so the decision on what to do needs to be made very soon, if it hasn't already been taken.

What may well happen to the 508 and C5 is the abandonment of these models in Europe and China, their two main markets, and their replacement by the next DS 5 plus a couple of crossovers - the DS 6WR will enter production at a plant in Shenzhen from late 2014 and there could be a related '6008' to follow.

The Peugeot crossover might not happen but instead, a Passat CC-style model - '608' - could be an effective 508 successor. This may be what is being hinted at by the debut of the Exalt concept at the imminent Beijing motor show. Lower volumes than a 508? Not necessarily, but yes, likely. Higher margins? Undoubtedly, and the Peugeot brand needs to keep gently pushing upwards towards where VW is.

Another Peugeot which could well face the chop is the low-volume RCZ, which is built

by Magna Steyr. Next year, it will reach its fifth birthday - better to go out on a high rather than linger on. The car was meant to be an Audi TT rival but that's a bit of a stretch for the brand, especially given that the once-proposed roadster body never made it to production.

Arguably the most important announcement in the 'Back in the race' media release was the news that DS is now a brand. It's worth noting that nowhere in another press blurb from this week, this time the one for the DS 6WR, does the word Citroën appear. That also explains why the sub-branded Citroën DS3, DS4 and DS5 have in recent times been joined by the DS 5LS, not the Citroën DS5 LS. I noted the obvious numbers gaps of DS 1 and DS 2 earlier; will the second of these two be an eventual Audi Q1 rival to be built in both China and Europe? Seems a logical move to me.

We've already seen a concept version of a big limo, the DS9, but this is probably too much of a stretch for the brand at the moment. Better to first launch a DS 7 or DS 8 luxury minivan, and why not, when Shanghai GM is selling over 7,000 units a month of the Buick GL8? After that could come something with which to take on one of the D segment leaders, Geely's Emgrand EC7 (more than 12,000 sold in March) and above it, the E-premium



Peugeot RCZ R

Audi A6 L (March sales total: 15,800). We need some hard facts from PSA to tell us which cars will be phased out, which will continue, the names of models to be added, and how the newly independent DS brand will have its line-up opened out. The company's 14 April statement was replete with marketing-speak but lacked specifics - and we also need to know is Peugeot's experiment with pricey niche models such as the RCZ and 508

RXH to be expanded or dropped? Perhaps the above thoughts will in the interim provide readers with some guidance until we begin to see some hard actions over the coming year, and out to 2020.

Just Auto

Peugeot reveals new 408 compact sedan in Beijing

John Halas

The release of the first undisguised photos of Peugeot's new 408 sedan earlier this week was followed up today with the official unveiling, just ahead of the Beijing Auto Show, where the French firm's compact model will enjoy its world premiere.

The 408 is just a numerically more upscale name for what is in essence the saloon version of the latest 308 hatchback, and like its predeces-

sor that was presented back in 2010, will be offered in many other markets and regions around the world, including Russia and South America.

We can't be absolutely sure from these pictures, but reports from China have suggested that it rides on a longer wheelbase than the European 308 hatch.

Under the hood, the 408 will offer at least

two engine choices, including a 167hp 1.6-liter turbo (THP) and a 139hp 1.8 liter naturally aspirated mill.

Carscoops



Peugeot 208 Hybrid FE

There's hot and there's hybrid. The two have been introduced before but the union has either been a damp squib (Honda CR-Z) or supermodel fantasy (McLaren P1).

This time Peugeot blends the two in a project that uses racecar tech and knowledge to create a hottish hybrid hatchback that has officially recorded 149mpg but will still dash to 60mph in eight seconds.

And that's without charging the batteries from a plug. After a long explanation and a short drive of the 208 Hybrid FE at a test track near Paris earlier this week, we started to question what it means to be a PHer.

Then again anyone bonkers enough to rip out the front and rear suspension and replace all the springs and torsion bars with two radical glass-fibre blades in the name of weight-saving and 'what-if ?' is welcome in our camp. The guys responsible definitely aren't the beard and sandal brigade. All are from the company's racing arm Peugeot Sport and most were refugees from Peugeot's axed 908 hybrid Le Mans project.

"Economy and racing is exactly the same," project leader Christophe Mary told us enthusiastically. By the end he'd

managed to convince us.

The car started out life as a bog-standard 208 runaround with a one-litre three-cylinder engine. This is a 68hp shopper just about saved from plodder status by its 975kg weight.

But the Peugeot Sport guys managed to remove more than 200kg from this and made it so economical they'd cut CO₂ output by more than half. The 908 donated its tiny electric engine designed to push out 120hp of power, but here restricted to 40hp. A 90-cell lithium ion

battery pack supplied the juice. Just like the 908 hybrid was going to run under electric power in the pit lane, the 208 FE moves away silently and essentially push starts the car so the engine turns over on inertia alone. Great, now they can whip out the starter motor. The weight reduction has started.

And because they've converted some of the battery power to 12V, they can run all the electrics off the lithium ion unit. So out goes the 5kg standard car battery. No alterna-



tor needed either - another 4kg gone.

By redesigning the engine's water jacket they've reduced the volume of cooling liquid by FIVE times. Of course then they could shrink the radiator.

We had a peer in the engine bay and it was just like in that terrible Griff Rhys Jones Vauxhall ad from the late 90s where he was loading shopping under the bonnet of an old Cresta - gaps everywhere.

Of course the hybrid gubbins added about 40kg, including a 25kg battery, but the engineers reckoned with all the other savings, the combined drivetrain weight was exactly the same as the original 1.0-litre car.

Mary refuted our criticism that all the exotic materials meant the hybrid FE was every bit a fantasy car as the McLaren P1. "If you make a clever design you could use 70 per cent of this in a normal car," he told us.

Okay, maybe not the pricey titanium engine conrods, which were adapted from the 908 and weighed as little as a slim fountain pen. The whole three-cylinder engine was reworked for economy, including designing a new cylinder head weighing half as much. Almost everything inside that moved was coated in low-friction Diamond-Like Carbon and bathed in a very low-viscosity 0W12 oil from partners Total that reduced resistance even when cold.

The result, they reckoned, was the same levels of friction at 40 degrees as

nearer operating temperature at 80 degrees.

The continuing virtuous circle meant that 149mpg could theoretically give over 600 miles from a tiny 20-litre tank. Saving weight again. Those amazing suspension blades removed 25kg, and a composite bonnet took out 7kg.

There was plenty to say about the aerodynamics, which cut the drag to 0.25Cd using tricks like extending the tail, fitting tall skinny tyres, and mostly blocking the grille. The jet whine of the electric motor gave a fascinating insight into what the ill-fated 908 hybrids might have sounded like, and our first instinct was to switch it straight into FUN mode, which keeps the three-cylinder motor running permanently after starting.

First though, an ECO-mode run-though and the FE whirred away keenly before the engine arrived with a thump at 50km/h. The gearbox is the same EGS automated manual system Peugeot and Citroën have long tortured drivers with but here made seamless because the electric motor fills in those lurching torque dips on changes.

Pistonheads.com



A Peugeot 508 sliced and diced

Simon Craig

Have you ever wanted to be a crash test dummy? Ross Berghofer got up close and personal to one at the CrashLab visit in February, but this is perhaps taking things a bit far.

A temporary showroom in Sydney's



CBD in March gave people the chance to get behind the wheel and crash a car — and then go back in time to crash one from the 1980s to compare the difference.

People were invited to wear a 3D mask and get behind the wheel of a brand-new Holden Commodore which crashes — virtually — into a barrier at the same speed crash tests are conducted.

The system then resets and the same

stunt is done in a 1982 Commodore, with catastrophic results. The project is designed to demonstrate the significant improvements in car safety over the past three decades, in addition to airbags and stronger body structures.

A study by NRMA Insurance found most drivers don't know the type of safety features in their cars, however we know that Peugeot drivers are much more aware of this than others.

Perhaps fittingly, the NRMA cut up their sleek 508 HDi, which was donated by Peugeot Automobiles Australia, to demonstrate the construction techniques used in nailing together the safe pug.

"A lot of people say safety is important when choosing a car, but in reality only 1 in 10 know what safety features are available and what they actually do," said Robert McDonald,

the research manager for NRMA Insurance.

The survey found most people could only name seat-belts and brakes as the safety features on their car. I visited the showroom on the last day it was open (after only reading about it on Facebook) to have a look at the terrible destruction they had reaped on the hapless 508 — and took a photo or two.

The latest Census figures show the average age of cars in Australia has fallen to below 10 years (to 9.9 years) for the first time since records were kept, however this figure is still higher than other developed countries. The average age of motor vehicles in Japan, the UK, and North America is between six and eight years.

Newer cars with more safety features are believed to be one of the hidden contributors to Australia recording the lowest road toll in 89 years in 2013. As well as the slain Pug, there was a hands-on demonstration of hail damage, where visitors were invited to fire a hail gun at the bonnet and door of a car. It was a very popular attraction.

The Pugilist with — the assistance of the diminishing resources of the Limited News propaganda apparatus



Peugeot confirms Dakar return

Peugeot has announced it will enter the 2015 Dakar rally.

Peugeot, Red Bull, and Total are teaming up to attack the event, and the companies are bringing some serious talent along for the ride.

Two-time World Rally Champion and Dakar winner Carlos Sainz will team up with five-time Dakar-winning motorcycle rider Cyril Despres in 2015, marking the company's return to the race after a 25-year absence.

Having won Dakar in 1987, 1988, 1989, and 1990, the team has set lofty expectations. Peugeot is aiming for nothing short of victory in 2015, according to CEO Maxime Picat.

The Peugeot 2008 DKR Sainz and Despres will drive is a bit different from the road-going 2008 crossover you might find stuck in European grid-lock. It sits on 37-inch Michelins and has two fewer doors.

With its matte grey paint and menacing face, it also looks positively evil. Unlike most of its competitors, the DKR is two-wheel-drive, which Peugeot says allows for increased suspension travel and the fitment of the massive

tires.

Next year's Dakar Rally will start and end in Buenos Aires, passing through both Chile and Bolivia on the way.

The return to long distance "rally-raid" events follows Peugeot's successful attempt at the Pikes Peak hillclimb in Colorado, USA, in 2013.

The then current World Rally Champion, French ace Sebastien Loeb, smashed the course record in the wild 208 T16 Pikes Peak.

WRC champion Ari Vatanen won with Peugeot's first attempt in 1987, but was unable to repeat the feat in the following year's event when his Peugeot 405 T16 was stolen from the support area overnight.

His fellow Finn and Peugeot works driver, Juha Kankkunen, took the victory; Vatanen would reach the top step of the Dakar car class podium in 1989, and take his third (and Peugeot's fourth) win in 1990. Peugeot then left the Dakar.



Alex Kelsey reveals home-built rally car in NZ

After two years of intense, hard work, young rally driver Alex Kelsey is finally able to unveil his one-of-a-kind, home-built fully fledged rally car this week, at his home workshop in Coromandel, New Zealand, following a vast amount of research.

Boasting a naturally-aspirated 3.5 litre V6 Renault engine in a Peugeot 207 body, the car dubbed the “Mad Creation 2” (MC2) because of its ‘mental nature’ has been an incredibly long process for Kelsey with thousands of hours of work poured into the mammoth project, but he says finally being able to drive it makes it all worth it.

“This car has been such a huge part of my life for so long, so to finally have it finished is just beyond words. All I was thinking when I first drove it was, ‘yahoo! It works!’ but I always knew it was going to work; it was just a matter of when it was going to happen really,” said Kelsey.

The car can accelerate from **0-200km/h** in a brisk 7 seconds, putting most production cars to shame! It has a removable rear cowl à la Koenigsegg.

In an interesting twist, the MC2 has been built largely at Kelsey’s home workshop in the small town of Coromandel, with occasional visits to external workshops to



ensure both the strict Government and motor-sport regulations were met.

Kelsey, who is dyslexic and apparently “barely” scraped through school, put the car together over 18 months of planning and designing and fabrication.

The team says building this car at home also makes it quite different from the rest of the rally cars out there, because from the outset they endeavoured to make this car something special and totally unique. Kelsey says thanks to a few friends

like Dan Slater who did some of the fabrication work, and Bryan Hayton, they’ve been able to achieve exactly that.

“We’ve had so many doubters with this project but we’ve finally done it. I guess people simply don’t understand the project; it didn’t roll off the assembly line as a car to drive down the motorway only to be modified to compete in rallies. From the start, this car was purpose built and designed by me specifically for rally events”.



2014 Peugeot Pageant Results

Concours

	CLUB	CAR	YEAR	BODY TYPE	SCORE /100	PLACE IN CLASS
CLASS 1 (1950 - 1969)						
DOUG CLARK	NSW	404	1969	SEDAN	78	1
MURRAY KNIGHT	VIC	404	1969	SEDAN	52	2
CLASS 2 (1970 - 1989)						
DAVID BESSON	QLD	604	1978	SEDAN	89	1
KIM POLLOCK	QLD	404	1970	SEDAN	75	2
LARRY TRAPPETT	QLD	505	1987	SEDAN	73	3
ROB VERHAGEN	QLD	404	1970	UTE	66	4
CAROL PARTRIDGE	QLD	505	1985	SEDAN	60	5
NEIL DICKIE	QLD	504	1974	SEDAN	55	6
TONY SMART	QLD	604	1978	SEDAN	51	7
CLASS 3 (1990 - 2009)						
CHRIS BENGTSON	QLD	307SW	2006	WAGON	87	1
ROBYN GAMBRILL	NSW	407HDi	2005	SEDAN	84	2
KAY MARKEN	QLD	605	1994	UTE	83	3
KEITH BRIDGE	NSW	307	2007	TOURING	80	4
RALPH DONELAN	QLD	406	1999	SEDAN	79	5
LARRY TRAPPETT	QLD	407	2006	COUPE	76	6
MARCIA DICKIE	QLD	307	2004	CC	76	7
RICHARD MARKEN	QLD	205Si	1993	HATCH	75	8
ROSS COPE	QLD	405 SRDT	1993	SEDAN	74	9
ANNE COSIER	NSW	406	2002	S/W HDi	73	10
GRAHAM MACKNEY	NSW	308 diesel	2008	SEDAN	72	11

CHRIS BENGTON	QLD	405	1995	WAGON	71	12
DENNIS BARBER	QLD	307	2005	WAGON	71	13
PATRICIA TRAPPETT	QLD	307	2006	HATCH	68	14
PETER MCCABE	NSW	405 Mi16	1995	SEDAN	61	15
FLASH FLANAGAN	QLD	407	2004	SEDAN	57	16
CLASS 4 (2010 - 2014)						
PATRICIA TRAPPETT	QLD	3008	2012	TOURING	79	1
JIM BREAR	NSW	308	2010	TOURING	71	2
MAX O'CONNOR	QLD	308	2012	TOURING	67	3

Best Peugeot - DAVID BESSON'S 1978 604

Rocker Cover racing - KAY MARKEN

Motorkhan places

CLASS 1 – REAR WHEEL DRIVE, SHORT WHEEL BASE - Murray Knight

CLASS 2 – REAR WHEEL DRIVE, LONG WHEEL BASE - Tony Smart

CLASS 3 – FRONT WHEEL DRIVE, SHORT WHEEL BASE - Richard Marken

CLASS 4 – FRONT WHEEL DRIVE, LONG WHEEL BASE - Graham Simpson

Overall motorkhana & driving skills - Ross Cope

Motorkhana skill by state

QUEENSLAND	18 DRIVERS	138	1
VICTORIA	1 DRIVER	15	2
NEW SOUTH WALES	5 DRIVERS	11	3

Driving skills

2014 PAGEANT NOVELTY TOTALS and POINTS FOR NOVELTY CLASSES (20 FOR BEST ON SKILL)

	test							
	1	2	3	4	5	TOTAL NOVELTY	NOVELTY PLACE	NOVELTY POINTS
CHRIS BENGTSON	17	13	15	20	15	80	1	20
ROSS COPE	3	20	20	20	13	76	2	17
MURRAY KNIGHT	6	14	15	20	6	61	3	15
NEIL DICKIE	1	17	9	9	20	56	4	14
TONY SMART	1	13	9	20	13	56	4	14
KIM POLLOCK	9	5	13	20	6	53	5	12
RALPH DONELAN	9	2	13	9	20	53	5	12
JIM BREAR	5	17	20	1	6	49	6	10
KAY MARKEN	2	8	13	9	13	45	7	9
DORELLE BARBER	1	7	9	20	6	43	8	8
RICHARD MARKEN	4	10	2	20	6	42	9	7
YVONNE POLLOCK	13	6	9	1	13	42	9	7
MAX O'CONNOR	8	1	13	1	15	38	10	5
VERN PEPPER	1	1	9	20	6	37	11	4
KEITH BRIDGE	20	1	1	2	13	37	11	4
PATRICIA TRAPPETT	15	4	1	9	6	35	12	2
GAYL MCKAY	7	1	9	2	13	32	13	1
DAVID BESSON	1	9	13	2	6	31	14	1
GRAEME COSIER	1	1	13	2	13	30	15	1
JOHN GAMBRILL	12	1	1	9	6	29	16	1
GRAHAM SIMPSON	11	1	1	9	6	28	17	1
DENNIS BARBER	1	1	9	2	6	19	18	1
KAYE DONELAN	1	1	1	9	6	18	19	1
PETER MCCABE	10					10	20	1

Driving skills overall times

Driving skills overall times					TEST						OVERALL PLACE
CLASS					6	7	8	9	10	TOTAL TIME	
GRAHAM SIMPSON	QLD	405	sedan	4	33	40.66	22.75	62.22	37.7	196.33	1
RICHARD MARKEN	QLD	205Si	HATCH	3	34.5	40.13	26.19	61.5	37.37	199.69	2
DENNIS BARBER	QLD	307	Wagon	4	39.35	47	21.1	64	38	209.45	3
ROSS COPE	QLD	405 SRDT	sedan	4	35.03	47.44	21.72	70	45	219.19	4
RALPH DONELAN	QLD	406	sedan	4	34.1	42.42	25.53	71.35	55.09	228.49	5
MURRAY KNIGHT	VIC	404	sedan	1	36.8	54.6	23.4	69.12	55.09	239.01	6
CHRIS BENGTSON	QLD	405	Wagon	4	36.66	42.3	23.1	98.8	42.25	243.11	7
DORELLE BARBER	QLD	307	Wagon	4	49	54.6	26.3	74.09	48.19	252.18	8
MAX O'CONNOR	QLD	308	TOURING	4	38.6	46.74	26	98.8	55.09	265.23	9
TONY SMART	QLD	604	sedan	2	61	40.35	21.8	98.82	44.2	266.17	10
VERN PEPPER	QLD	505	sedan	2	41	49.6	30.8	98.8	50.09	270.29	11
NEIL DICKIE	QLD	504	sedan	2	44.85	54.6	23.82	98.8	55.09	277.16	12
JIM BREAR	NSW	308	TOURING	4	61	46.6	23.3	98.8	55.09	284.79	13
KAYE DONELAN	QLD	406	sedan	4	56	54.6	31	98.8	55.09	295.49	14
JOHN GAMBRILL	NSW	407HDi	sedan	4	54	54.6	36	98.8	55.09	298.49	15

Driving skills result by class

TEST

CLASS 1				CLASS	6	7	8	9	10	TOTAL TIME	PLACE IN CLASS
MURRAY KNIGHT	VIC	404	sedan	1	36.8	54.6	23.4	69.12	55.09	239.01	1
CLASS 2											
TONY SMART	QLD	604	sedan	2	61	40.35	21.8	98.82	44.2	266.17	1
VERN PEPPER	QLD	505	sedan	2	41	49.6	30.8	98.8	50.09	270.29	2
NEIL DICKIE	QLD	504	sedan	2	44.85	54.6	23.82	98.8	55.09	277.16	3
CLASS 3											
RICHARD MARKEN	QLD	205Si	HATCH	3	34.5	40.13	26.19	61.5	37.37	199.69	1
CLASS 4											
GRAHAM SIMPSON	QLD	405	sedan	4	33	40.66	22.75	62.22	37.7	196.33	1
DENNIS BARBER	QLD	307	Wagon	4	39.35	47	21.1	64	38	209.45	2
ROSS COPE	QLD	405 SRDT	sedan	4	35.03	47.44	21.72	70	45	219.19	3
RALPH DONELAN	QLD	406	sedan	4	34.1	42.42	25.53	71.35	55.09	228.49	4
CHRIS BENGTON	QLD	405	Wagon	4	36.66	42.3	23.1	98.8	42.25	243.11	5
DORELLE BARBER	QLD	307	Wagon	4	49	54.6	26.3	74.09	48.19	252.18	6
MAX O'CONNOR	QLD	308	TOURING	4	38.6	46.74	26	98.8	55.09	265.23	7
JIM BREAR	NSW	308	TOURING	4	61	46.6	23.3	98.8	55.09	284.79	8
KAYE DONELAN	QLD	406	sedan	4	56	54.6	31	98.8	55.09	295.49	9
JOHN GAMBRILL	NSW	407HDi	sedan	4	54	54.6	36	98.8	55.09	298.49	10

All driving skills (Novelty included)

NAME	NOVELTY POINTS	DRIVING SKILL POINTS	TOTAL	PLACE	POINTS TO STATE	STATE
ROSS COPE	17	14	31	1	20	QLD
CHRIS BENGTON	20	11	31	1	17	QLD
MURRAY KNIGHT	15	12	27	3	15	VIC
RALPH DONELAN	12	13	25	4	14	QLD
RICHARD MARKEN	7	17	24	5	13	QLD
TONY SMART	14	8	22	6	12	QLD
GRAHAM SIMPSON	1	20	21	7	11	QLD
NEIL DICKIE	14	6	20	8	10	QLD
DORELLE BARBER	8	10	18	9	9	QLD
DENNIS BARBER	1	15	16	10	8	QLD
JIM BREAR	10	5	15	11	7	NSW
MAX O'CONNOR	5	9	14	12	6	QLD
KIM POLLOCK	12		12	13	5	QLD
VERN PEPPER	4	7	11	14	4	QLD
KAY MARKEN	9		9	15	3	QLD
YVONNE POLLOCK	7		7	16	2	QLD
KAYE DONELAN	1	4	5	17	1	QLD
KEITH BRIDGE	4		4	18	1	NSW
JOHN GAMBRILL	1	3	4	18	1	NSW
PATRICIA TRAPPETT	2		2	20	1	QLD
GAYL MCKAY	1		1	21	1	QLD
DAVID BESSON	1		1	21	1	QLD
GRAEME COSIER	1		1	21	1	NSW
PETER MCCABE	1		1	21	1	NSW

THE QUICKER DRIVER IN THE DRIVING SKILLS WAS USED TO BREAK THE TIE FOR 1ST PLACE OVERALL

Observation run

NAMES	CLUB	PLACE
DAVID BESSON & GAYL MCKAY	QLD	1
JAN GREEN & CHRIS BENGTSON	QLD	2
ANNE & GRAEME COSIER	NSW	3
SHELLEY & ROSS COPE	QLD	4
MARKIE BETTS & TONY SMART	QLD	5
MARCIA & NEIL DICKIE	QLD	6
PAT & JIM BREAR	NSW	7
ROBYN & JOHN GAMBRILL	NSW	8
KAYE & RALPH DONELAN	QLD	9
KAY & RICHARD MARKEN	QLD	10
STEVE & ANDREW ROTOR	QLD	11
VAL GIBSON & MURRAY KNIGHT	VIC	12
PATRICIA & LARRY TRAPPETT	QLD	13
HILMA & KEITH BRIDGE	NSW	14
CYNTHIA & DOUG EARL	QLD	15
JEAN & DOUG CLARK	NSW	16
YVONNE & KIM POLLOCK	QLD	17
ROSALIE & JOHN BURDAK	QLD	18
DORELLE & DENNIS BARBER	QLD	19
EVELYN & GRAHAM MACKNEY	NSW	20
PATRICK CARLAN & ROB VERHAGEN	QLD	21
MAX O'CONNOR, GRANVILLE NICHOLSON & PETER MCCABE	QLD, WA & NSW	22

Overall state

QUEENSLAND	376	1
NEW SOUTH WALES	102	2
VICTORIA	22	3

Note re points

For each major event, the scores were sorted to give a place, and the places then given 20 for 1st, 17 for 2nd and 15 3rd then 14, 13 etc consecutively until 1, and all other competitors then received 1 point.

PAC Minutes of General Meeting

8pm 29 April 2014

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Birch	
Neil Sperring	
Alan Lance	
Ian Brock	
Col Handley	
Jim Taylor	
Peter Hamilton	

Apologies

John Bower
Glen Bryden
Greg Francis
Bill MacNamee

Introduction

1. The meeting opened at 8:15pm, following dinner in the Weston Club bistro. This meeting was postponed from the 22 Apr 14 due to Easter. .

Previous meeting

2. The minutes of the 25 Mar 14 meeting were read and accepted. Prop. Brad, 2nd Jim Taylor, Carried.

Financial position

3. The Treasurers Report was presented by Col Handley in Glenn's absence. Cash at Bank is \$3404 in the utility account and \$8000 in term deposit.

Inward correspondence

4. A bill for \$249.00, for Domain Name Registration appeared in the mail. This was deemed bogus, it is a known scam.

Council of ACT Motor Clubs

6. Neil Sperring presented the Delegate's Report of the Apr 14 CACTMC General meeting. The main points were:

a. The CACTMC Committee called on delegates to vote on the decision to continue to hold Wheels at King's Park. This was done without a large attendance of Delegates due to the proximity of the Easter long weekend.

b. National Motoring Heritage Day is on 17 May 14.

c. The Battle of Waterloo (BoW) will be held on Sunday 15 Jun 14 at the 'Rond Terrace'.

d. Planning for Marques in the Park is underway for a November date tbc. To be held at John Knight Park in Belconnen.

e. The next CACTMC meeting will be held on 15 May 14.

General business

7. Brad mentioned that the NSW Peugeot Club will provide a list of merchandise that PAC Members may wish to purchase. The intention of the Committee is not to hold merchandise in stock but to place a timely order with our NSW counterparts.

8. Brad reconfirmed the date for BoW and that the PAC BBQ will be provided, details to be confirmed at the next PAC meeting.

Close

9. The Meeting closed at 8:37 pm. The next meeting will be held on 27 May 14.