

# ROAR

Magazine of the Peugeot Association of Canberra



August 2010

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### ON THE COVER

Alistair Inglis' 203 ute near Lake Menindee, North Western New South Wales on the recent Outback PCCV trip. Not an original colour but a superb coat of paint. Story page 12.

RoAR is the official journal of the  
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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**G**reetings all,

Having survived the wilds of the New Guinea Highlands last month, it's back to the relative boredom of Canberra (and the looming election).

Although I hardly need to lose weight, I came back 3 kg lighter and somewhat fitter, courtesy of field rations (based around porridge, patrol biscuits, tinned fish and rice) and spending a week above 2500 m where the air is somewhat thinner.

I reached a maximum altitude of 4500m on the top of Mt Wilhelm, which is the highest mountain in Papua New Guinea and only a few hundred metres lower than Mt Carstenz, in Irian Jaya, which is the island's highest peak.

Travel to Mt Wilhelm was by Qantas to Port Moresby, Air Niugini to Goroka, 12 seater

van to Kundiawa on the mostly sealed Highlands Highway and Toyota 4WD ute up a goat track to the village of Kegsugl on the lower slopes of Mt Wilhelm.

It took about 3 hours to travel the 40 km track through mountainous terrain from Kundiawa to Kegsugl, crossing several dilapidated Bailey bridges en route (see picture).

In last month's column I reported a malfunction with the cruise control in my 407. The cruise control stalk has two separate settings – one to set the cruise speed and one to limit the vehicle speed.

On a recent trip to Sydney I could only access the speed limiting function, regardless of which setting was selected. Happily, I can now report that it is back to normal though I cannot say why. Another one of life's little unsolved mysteries.....

I don't always watch "Top Gear" on TV, but a recent episode, in which James, Richard and Jeremy took a motoring holiday in Cornwall in a whacky assortment of vehicles, caught my eye.

Not so much the motor homes (Jeremy had a three story tower mounted on the back of a Citroën), but the celebrity guest, Cuban-born American actor, Andy Garcia, best known for his role in Godfather III, as Vincent, the illegitimate son of Sonny Corleone (for which he won an Academy Award nomination).

Anyway, on the show, Garcia reminisced about the best car he'd ever owned, a diesel 504 wagon, praising its comfortable, quiet ride, even if it could hardly get over the Hollywood hill.

Garcia also said he'd like to buy the car back



if anyone knows where it is – now there's a challenge! Maybe we should ask that other famous Hollywood Pug driver, police Lieutenant Columbo (aka Peter Falk) to solve that one.....

I look forward to catching up with people at the next club meeting – at the Canberra Services Club, in Manuka, at 8 pm on Tuesday 24th August, with dinner from 7 pm.

Keep on Pugging,

Brad Pillans

# 2010 COMMITTEE

## President and Club Registrar

Brad Pillans  
3/35 Lansell Circuit  
Wanniassa ACT 2903  
6231 7357, 0427 662112  
[brad.pillans@anu.edu.au](mailto:brad.pillans@anu.edu.au)

## Vice President

John Bower  
1 Kay Close  
Dunlop  
ACT 2615  
02 6254 1906  
[jbbower@actewagl.net.au](mailto:jbbower@actewagl.net.au)

## Secretary

Rick Phillips  
36 Castleton Cres  
Gowrie 2904  
6292 5524  
[rosrick@netspeed.com.au](mailto:rosrick@netspeed.com.au)

## Treasurer

Glen Bryden  
99 Miller St  
O'Connor 2602  
6249 6835  
[gbryden@velocitynet.com.au](mailto: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](mailto:mcnamee@pcug.org.au)

## Roar Editor

Peter Rees  
PO Box 125  
Red Hill 2603  
6232 6062 0409 440 789  
[peterees@netspeed.com.au](mailto:peterees@netspeed.com.au)

## Production Editor

Allan Lance  
GPO Box 2677  
Canberra ACT 2601  
6162 0210 0418 856 504  
[hca@netspeed.com.au](mailto:hca@netspeed.com.au)

## Social Secretary

Colin Handley  
4 Bains Pl  
Lyneham 2602  
62488442  
[alpinesigns@ozemail.com.au](mailto:alpinesigns@ozemail.com.au)

## General Committee

Neil Sperring  
13 Hazel Smith Crescent  
Oxley ACT 2903  
62964005, 0411 155 731

Derek Flannery

Daniel Fowler

## Public Officer

Geraldine Butler



# CLASSIFIEDS

## FOR SALE

### 306 XSi

306 XSi 5 door hatchback, 1998, white, low km (129,000km), tow bar, Canberra car, 2 owners, sporty hatch.  
\$6,500 ono.

Contact Lisa: reno1338@hotmail.com

### 406 SV Wagon

406 SV wagon, 2000 model, jade green, 207,000 km, leather, roof rails, towbar, \$9,500 ono. Ph. Jo Jackson 0433 247 448.

### Peugeot bicycle

Peugeot tandem ladyback bicycle. The condition is original and the bike was made in 1976. It comes with gears, mudguards, luggage rack and lighting integrated in the French tradition. The bike has just been serviced and is fully roadworthy. Price is \$600. Alan Payne 02 6241 1330.

### 207 hubcaps

306 Peugeot 207 Hubcaps (three) in perfect condition - these cost about \$230 each new. sell for \$50 each. Have one spare in case you ever lose one! Also for sale 3 207 wheels. New these cost \$130 each. Sell \$20 each.

Contact Anthony Stannard  
anthonywstannard@gmail.com



## WANTED

### 504 GL Sedan

A late ('77- 81) 504 GL sedan, manual, carburettor model which does not have and hasn't had a rust problem. I am a 504 enthusiast and a serious buyer if I can find a car with the above specifications which is original, well kept and worth me spending time and money on to bring back to a long life as my daily drive. Please phone Ian on 02 44417522 (Vincentia, NSW) if you have or know of a suitable car which may be for sale.

## He can't take his awesome Pug

Peter Wilson

Former NSW Peugeot club member Nick Allan is leaving his job as after-sales manager at Peugeot Automobiles Australia to return to New Zealand.

He will become national after-sales manager for the Armstrong Group, a Christchurch headquartered automotive group that includes Peugeot dealerships in several New Zealand cities.

Nick is keen to sell his stunningly modified Peugeot 306 GTi-6 that combines the power of a hill climb/track car with the manners of a daily driver (if the driver uses restraint).

He doesn't want to take it with him.

It's currently set up for track or smooth tarmac and Nick says the awesome machine loves to embarrass EVOs around Wakefield Park.

Nick will be based in Wellington, the city where he worked in his first Peugeot dealership, and working for a group that has several Peugeot dealerships among its dozen franchises.

Nick could take his car to New Zealand but that is a difficult option – he could not use it in competition without taking it back to standard for road registration. Then he would have to restore the modifications.

Nick addressed a NSW club meeting on his modifications, which include small details like stripping excess wiring from the looms and redoing the earthing points.

The engine is standard but with enhanced breathing. Started up, it sounded terrific.

This is his description:

306 GTi-6. White. Body rewired and protected. Cut off switch, fire extinguisher etc.

Peugeot Sport: GpA seam welded front sub-frame, gear linkages, engine mounts, ball joints, rear suspension (25.5mm tarmac spec torsion bars) and mounts, lower arm bushes.

Factory six speed box

Quaiffe Limited Slip Differential

Brembo four pot callipers front, braided brake hoses, Galfer pads.

Purpose built Bilstein height adjustable front coil overs, and rear shocks. (spare Pug Sport 300lb GpA springs)

VDO oil and water temp gauges.

5 x OZ WRC 16 in rims fitted with used Dunlop DZ02J tyres.

K&N Induction with twin air feeds to filter box through Piper Cross ram tube.

Flywheel machined and balanced to clutch. Recently replaced clutch cable, release bearing, cam seals, rear silencer, heater core, cambelt and bearings etc.

OMP suede steering wheel, OMP gear knob, Whiteline adjustable strut brace.

New FIA Cobra race seat (2010 stamped)

Four-point harness

Manual window winders, lightweight door

cards, etc.

Engine standard specification (apx. 170bhp) with overhaul before being used as race car. No leaks, does not use oil or coolant. Very strong.

Currently set up for track/tarmac. Majority of original parts included (seats, carpets, door trims, electric windows, passengers airbag etc.) as well as some new spares which have not been used.

Never had a roll cage fitted.

Very competitive club/hillclimb car with reliability of daily driver. 2009 CSCA Class Champion. 1:13's Wakefield, 1:58's Eastern Ck, potential to improve further, Rego expires Nov. 2010.

Peugeot Car Club or friend price \$16,500 ono including spares (advertised externally for \$17,900). Spotters fee of \$500 also on offer if sold at above price. Nick, 0418 984 404.



# CLUB EVENTS 2010

**24 August**

Club meeting, Canberra Services Club, Manuka. As usual, dinner will be from 7 pm, with the meeting starting at 8 pm.

**28 September**

Club meeting, Canberra Services Club, Manuka. As usual, dinner will be from 7 pm, with the meeting starting at 8 pm.

**24-26 September**

Oh3 weekend in the Hunter Valley

**17 October**

Marulan track day. See separate story.

**22-24 October**

The Worm Weekend. This year it will be based at the Nagambie Lakes Leisure Park, Loddens Lane, Nagambie (off the Nagambie Heathcote Rd). Accommodation ranges from camping sites, powered and ensuited cavavan sites and luxury riverside cabins that sleep from 2 to 8 depending on your needs. Several cabins reserved, so when booking please mention that you are from the PCCV and receive a 10% discount. Phone 03 5794 2373, Email [info@nagambielakespark.com.au](mailto:info@nagambielakespark.com.au)

Take yourselves on a virtual tour of the park including cabin layouts at [www.nagambielakespark.com.au](http://www.nagambielakespark.com.au). Milton Grant 0419 406 056 (PCCV)





Original 203s in France are rare, so one can imagine Canberra French car enthusiast Mike Neill's reaction when he spotted this lovely original 203 at the town of Mariol, near Vichy in France.











## October track day

Helen Louran, Sporting Director, Peugeot Club N.S.W.

After the success of last years event The Peugeot Car Club of N.S.W have booked the track for Sunday 17 October.

You're all invited to join us. You'll be able to enjoy testing your cars and your driving skills in the safety of a purpose-built training facility.

The day will cost \$110.00 per person and you'll be divided into groups from beginners to experienced drivers for your runs.

Two instructors will be present.

Each group will spend about 15 minutes at a time on the track, which means you get about four to five runs, depending on the numbers of people on the day.

It is hoped that we will again have the numbers for an exclusive French Club day on the 1.1 kilometre private track.

This time we would like to see more "Ladies," so that we can have a group of ladies on the track together--"woo hoo, one for the GIRLS!!!"

The venue is the Marulan Driver Training Centre, a private circuit run by Gary & Natalie Wilmington in a bushland setting just south-east of Marulan. It is 27km north of Goulburn.

Go to [www.mdtc.com.au](http://www.mdtc.com.au) where there are pictures and quite a bit of information, it's a great website...

There is an undercover area for comfortable viewing of the action right in front of the uphill straight.

The cafe will be open for coffee, great snacks and lunch.

Those of you who came last time, know what a great day it was.

The gate opens at 8 a.m. for registrations to begin, the briefing starts at 8.45 and includes a track walk and tips on how to take the turns for familiarisation, and the action starts at 9.30.

If need be, helmet hire is \$20.00 for the day, with a deposit of \$50.00 which is given back on return of helmet.

The passenger fee is \$50.00 a person, and parent supervised juniors, from 15 years, are accepted for a day licence of \$20.00.

If you're interested in taking part or have any questions you can email me at :

[helenandneale1@optusnet.com.au](mailto:helenandneale1@optusnet.com.au)

We had a great turnout last time, with over 40 people and some latecomers were disappointed, so don't wait too long to add your name to the list.

All the best from (PINKY 206cc)

RSVP, or, any questions to Helen Louran :  
[helenandneale1@optusnet.com.au](mailto:helenandneale1@optusnet.com.au)

OR: (M) 0413594792

(H) (02) 97180321



## Outback 2011 - Victoria, South Australia and New South Wales

A TRIP TO THE OUTBACK WITHOUT  
GOING TOO FAR FROM HOME 14 July 2010

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF FRIDAY MARCH 25th

Day 1	Saturday March 26th	250 kms	**	Nhill – Yanac – Murrayville – Manya – Berrook – Shearers Quarters near Sunset Crater	Bush camp
Day 2	Sunday March 27th.	160kms	**	Shearers Quarters – Settlement Rd. – Meridian Rd. – Wentworth	Caravan Park
Day 3	Monday March 28th	200 kms	**	Wentworth – Nelwood – Hyperna – Canopus – Morgan Vale (ruin)	Bush Camp
Day 4	Tuesday March 29th	190 kms	**	Morgan Vale – Pine Valley – Canegrass – Balah – Redcliffe – Chalk Cliffs – Burra	Caravan Park
Day 5	Wednesday March 30th			Burra – Rest Day	Caravan Park
Day 6	Thursday March 31st	200 kms	**	Burra – Chalk Cliffs – Fords Lagoon – Sturt Vale – Quondong Vale – Oakvale	Bush Camp
Day 7	Friday April 1st	230 kms	**	Oakvale – Loch Lilly – Coombah – Popio – Cuthero – Whurlie – Greenvale – Pooncarie	Caravan Park
Day 8	Saturday April 2nd	190 kms	**	Pooncarie – Wyoming – Karpa Kora – Wilkurra – Spring Hills – Garnpang	Bush Camp
Day 9	Sunday April 3rd	240 kms	**	Garnpang – Gol Gol – Boree Plains – Turlee – Prungle – Robinvale	Caravan Park.

\*\* approximate kms

Hank Verwoert Ph (03) 9783 2718 Email [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au)



## Stylish 203 Styleside turns heads

Colin Handley

English couple Alistair and Myra Inglis visited Canberra recently in their newly restored 203 Styleside ute.

The ute, which was restored in Bal-larat, had its first outing on Hank Voerwort's recent trek from Melbourne to Canarvon Gorge and was also on display at the Sydney French Car Day in July.

In 2003 Alistair, with daughter Pippa, brought their 203 commercial, Sacre Bleu, out from the UK to participate in the Redex Rerun.

The Inglis's enjoyed themselves so much they decided they wanted to keep up their Peugeot experiences in Australia.

Over the years since the Redex, they have leased 203, 404 and 504 cars from friends here to participate in other outback travel events organised by the Peugeot Car Club of Victoria.

With the encouragement of the late Gordon Miller, Alistair had the opportunity to purchase the Styleside, restore it and leave it here to use on future PCCV events.

As far as is known, between sixteen and twenty 203 Styleside utes were built in Melbourne, cut down from panel vans. No others were produced worldwide in the 1950s.



Recently in Europe, two have been created from panel vans – one in France and one in Holland.

Seven are currently accounted for here; only one other is registered and on the road. One under restoration was lost in the bushfires

in Victoria.

Alistair returned to the UK via Perth in August to continue restoration on his 203 sedan because Sacre Bleu is tiring now, after having done the Redex RR, Paris to Beijing and several long trips in Africa over extremely testing "roads" and deserts. There are few



203s in UK these days.

In Mt Isa on the Redex RR, when Sacre Bleu's engine was very sick but still going, Graham Wallis produced a spare motor and everybody pitched in and changed the engine over by midnight, using a pocket sized block and tackle hung from the BBQ rotunda in the caravan park!

Alistair was amazed as he was pushed aside and told to have a cup of tea and all would be OK in the morning – it was.

He had a similar experience in Egypt once when he and Leigh Wootten were traveling in two 203 commercials. The diff on one of the cars collapsed in the middle of nowhere, due to omission of the spring in the torque tube reassembly in preparation for the trip.

However, they went to Cairo where, at a market stall in the back alleys, a new crown wheel and pinion was sourced. And they were on their way!!

Alistair is editor of the CPUK Peugeot club Magazine "The Peugeotist".





## Lowdown on Peugeot's latest look

Jack Rix

**G**illes Vidal, Peugeot's new design boss, and the man behind the BB1 and SR1 concepts is young, full of ideas and has talent to spare. Jack Rix of Auto Express caught up with him at Peugeot's design centre in Paris.

### What can you tell us about the new 508, set to debut at the Paris show?

It's the first production car to show clear inspiration from the SR1 concept. It has a much quieter and elegant front end, but if I'm honest I came in late on this car and only helped touch up the grille – it was mainly [Jean-Pierre] Ploue's work and he's done a great job.

**What's the thinking behind the shrinking front grilles?** The current crop of cars are hyper-sporty. As a rule of thumb a huge front grille means huge performance, but that doesn't need to be the case anymore – performance can be a turn off for people nowadays which is why the 508 has a more responsible look.



While most companies are expanding their ranges and filling every niche, you are axing the 407 and 607, and replacing them with only the 508, why? This sector of the market is worth 1.8 million cars a year in Europe, so it's

still very lucrative. But it's shrinking fast – it makes up around 13 per cent of total car sales now, whereas it used to be closer to 30 per cent. It made sense to consolidate two models into one with a broader appeal.

### Will the SR1 concept ever make production? I wish!

If we were to build the SR1 it would land us right into Porsche and Aston Martin territory, which is somewhere we don't need to be competing. The point of the SR1 is to lay out the template for all future Peugeots. The SR1 itself is a bit over complicated, but it gives us plenty of cues to use elsewhere in the range. You will see a concept at Paris that's closely linked to the SR1, but not sporty.

**Part of your job is to keep Peugeot and Citroën styling separate. What do you see as the fundamental difference between the two brands?** If you look at Citroën's latest models like the DS3 and C4, they are quite wildly different. There's not much of a theme running through them, but it works for the Citroën brand. At Peugeot we need to plan each model carefully so it has a strong and clean look, and each new model ties together perfectly with other cars in the range.

**The BB1 has been confirmed for production, what stage are you at now?** We are currently trying to decide whether to design the car as a quadricycle or a car. The

problem with quadricycles is that the regulations can vary massively from country to country. Whatever happens we want to keep the design as radical as possible and keep the four-seater layout.

**Renault is proving that a budget sub-brand (Dacia) can be lucrative, will Peugeot be reviving the Talbot name?** Peugeot actually owns the rights to around 12 brands, including Talbot. But whether we're about to revive it or not I can't say – that's for the marketing department right now. It sounds like a sensible idea though.

**Do you still do much freehand sketching now you're the boss?** I don't actually. I keep a sketch pad with me which I like to doodle in when I'm in a boring meeting – Adrian van Hooydonk (BMW's design chief) does the same thing. We sometimes compare our scribbles and have a laugh.

From Auto Express.







## Peugeot sketches out its Puma rival

Design chief releases exclusive drawing of RCZ's baby brother which takes its cues from SR1, and will inspire future Peugeots.

Jack Rix

In an exclusive interview with Auto Express, the firm's styling chief Gille Vidal sketched out this vision of a sporty future for the brand.

Back in Issue 1,090, we brought you exclusive images of a 2+2 coupé that will sit below the RCZ in Peugeot's line-up. And if Vidal's

sketch is anything to go by, it appears a version of this has survived into the new design era.

Although the RCZ is relatively showroom-fresh, its front end is clearly from the outgoing family of cars – leaving space for a new sporty model using the updated design language seen on the SR1 at March's Geneva Motor Show.

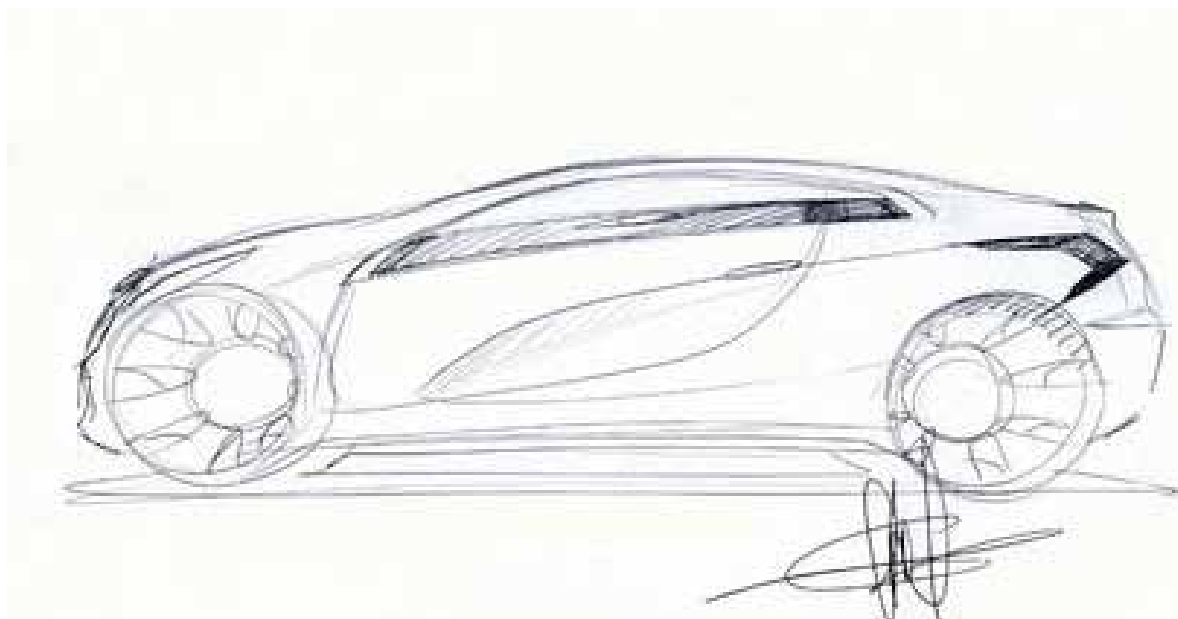
"All future Peugeots will take cues from this car. They will look and

feel more agile," Vidal told us.

SR1-style scallops in the side panels, narrow headlights and wraparound tail-lamps are visible in the sketch. They combine with short overhangs and a tapered roof for a classic coupé profile.

It's a busy time for Peugeot, as it prepares two new concepts for October's Paris expo – a preview to the 208 supermini (on which the coupé will be based), and a mystery show car. The production-ready 508 saloon will also debut.

Through Auto Express



## Peugeot 508

Jack Rix / Photos: Auto Plus

**S**ophisticated styling, cutting-edge technology and a top-quality interior – it's the Peugeot that's hunting down its rivals one by one! The all-new 508, which is set to replace the 407 and 607 in one fell swoop, marks a new era for the French manufacturer, and Auto Express was the first to meet it in the flesh.

On first impressions, the 508 adopts a more sombre look than Peugeot saloons of the past, but don't mistake the toned-down shape as a missed opportunity. This car spells out an entirely new design language.

Styling chief Gilles Vidal describes the controversial nose as

“quiet and elegant”. He adds: “The current 407 is a hyper-sporty design – with a huge grille signifying huge performance. But the 508 is far more refined and responsible.”

Narrow headlights flank the shrunken radiator grille, while daytime running lamps and chrome strips add glitz. Blacked-out B-pillars build the impression of a coupé-like profile and

a restrained back end finishes off the grown-up look.

Inside, Peugeot's intentions are clear. Cabin build quality is much improved, with solid, tactile surfaces wherever you turn. The simple dash architecture works beautifully, although Vidal was keen to point out that from now on, Peugeot interiors will

become increasingly driver oriented.

An interpretation of BMW's iDrive control has been created by moving the entertainment switches, which sit on the dash on other models, to between the two front seats. The jet fighter-style head-up display is carried over from the 3008 and 5008, while rear seat passengers get individual reading lights and personal air-con controls.

In order to slot perfectly between the two cars it's replacing, the 508 is 10cm longer than the 407. That means legroom





has increased by 6cm in the back – not limousine levels of space, but there's leg and headroom to spare for six-footers. Behind them, the boot is expected to provide around 500 litres of space. A 3-Series saloon has 360 litres, although unlike in the BMW, the 508's rear seats can be folded.

Peugeot hasn't forgotten driving dynamics, either. While the Citroën C5 chassis on which the 508 is based isn't the most spirited platform around, a lightweight aluminium bonnet and plastic boot-lid have kept

weight to a minimum. Efficiency is top of the agenda for the engine range, too.

No technical details will be released until the car's October Paris Motor Show debut, but a 110bhp 1.6 e-HDi diesel is likely, with stop/start tech to cut CO2 emissions to less than 120g/km. A selection of 2.0-litre HDi will also be offered, promising up to 163bhp. As for petrol units, Peugeot will provide a 1.6-litre turbo delivering up to 200bhp – that's the same output as in the flagship RCZ.

From 2012, the 508 will be available with Peugeot's HYbrid4 powertrain. This links a

163bhp 2.0 HDi engine to the front wheels and a 37bhp electric motor to the rears. The result is a total output of 200bhp, plus CO2 emissions below 100g/km. The 508 is due to arrive in dealers in the spring, when buyers can choose between the four-door saloon or a more spacious SW estate.

Prices are expected to start from around £19,000, rising to £24,000 for the top-spec GT model.

Through Auto Express



## 203 racer auctioned

Paul Bond

12 July 2010

A restored 1953 Peugeot 203 racing sedan has sold at auction in the UK for £9,900 – about \$16,000.

But more than £20,000 was spent on its restoration, according to a report from Classic Auctions. The “Wormdrive Special” was described as among the longest serving historic touring cars on the British scene.

Originally built by Guy Maylam and campaigned with huge success in 1980s Classic Saloon Car Club meetings with both Guy and his bother Marcus at the wheel, this rare Pug notched up scores of class victories and claimed a string of lap records.

The Maylam brothers developed the car from season to season but there was a secondary race that the car was not winning – the nemesis of all classic racing saloons of a certain age – rust.

Faced with a mechanically fit but structurally tired car, the Maylams eventually decided to retire the valiant warhorse. Was this the end of a successful run or would the ‘Wormdrive Special’ make a

return to the circuits?

The call of the coveted St Mary’s Trophy for 1950s historic touring cars at the 2002 Goodwood Motor Circuit Revival Meeting signalled the rebirth of this proven race car.

An extensive restoration programme was mounted and the car was stripped to its component parts in order for the bodyshell to be refurbished by celebrated race preparation ace, Micky Bolton.

Over a period of eight months Micky worked his magic with the Peugeot’s tired metal, returning it to an impressive torsional stiffness.

The long-lived Jonspeed-tuned race en-

gine went to Brian Randall who miraculously extracted a whole corral of extra horses.

Suspension guru Rae Davis worked his own particular brand of Black Art on the little Lion’s underpinnings while a host of specialists dealt with the secondary components under the watchful eye of Jonathan Wright.

As with all such restoration programmes, budgetary forecasts went out of the window and when the restored Peugeot lined up on the grid at Goodwood in the hands of British Touring Car Champion Jason Plato, an estimated £20,000 had been expended in guiding this lionhearted racer back to fight another day.

Bought precisely because of its potential as an acceptable Goodwood Revival entry, the 203 has contested the St Mary’s Trophy Race twice more since entering the current ownership some five years ago.

Co-driven by Patrick Tambay to 20th place in 2004 and by Darren Manning to 15th place in 2006, the Peugeot has otherwise had precious little usage.

Believed to be the only car of its type and model known to be competing on the European historic race scene, the auctioneers suggested it had an undeniable appeal to those race organisers who delight in assembling as diverse and interesting a grid as possible.





## New parts for old Pugs from global network

Peter Wilson

Peugeot Automobiles Australia has taken a welcome step to help supply owners of older Peugeots with replacement parts for their vehicles.

It has installed special parts locator software that gives access to whatever parts are on shelves at Peugeot dealers around the world.

Sales manager Nick Allan told the July NSW club meeting "With this software, we can see what they have in stock and they can see what we have," he said in his second appearance as a guest speaker. "It covers everywhere where there is a Peugeot dealer."

The software passed its first test when it sourced a diesel filter body for a 504 diesel engine from Belgium for a Victorian club member, he said. The part was brand new and was the last one left. A fortnight after the meeting, Nick reported:

"This week we have been able to supply a customer details of a number of new 404 parts available internationally also."

This service would avoid the stinging criticism of Brisbane member Richard Marken after Homebush had suggested through a dealer that he try an overseas dealer for an airbag module for a 1994 605; instead, Richard got a friend in New Zealand to buy a car and send him the item for the safety system.

After 121 years of car manufacturing, Peugeot has a long tradition of support for its

back numbers, particularly through its museum, and Peugeot America still imports some parts despite ending car sales there in 1991.

At times, l'Aventure Peugeot has had limited runs of specialised parts made for older special models, including front mudguards and exhaust systems for 504 cabriolets and coupes.

That has assisted some Australians with their restorations. However, a few years ago, when the museum sounded out clubs for other items that might be needed, this

club was unable to supply any suggestions from its members.

In Australia, Holden has started a restoration parts side and Ford has got in the act because it is possible for tragics to get most parts for old Mustangs from the US, including brand new body shells for a mere US\$20,000.

Peugeot's policy has been to restock parts that have continued demand. Nick introduced his colleague Grant Brackenbury, who has replaced him as technical manager, and he also addressed



the packed meeting. Grant has worked on Peugeots in dealerships, has been at HQ behind the technical scene for several years and he disclosed a desire to acquire a Mi16 for hill climbs and sprints.

Later, he let slip that he has a thing for Minis as well. Although Nick mentioned that he still had his modified 306 GTi 6, he was modest enough not to tell members that he won the CSCA Championship for class last year.

Naturally, while both executives were on assignment in France recently their interest in motor sport took them to Le Mans, where they were made welcome in the mighty two-storey Peugeot hospitality "tents", where the giant screens focussed on the race included a full-time cockpit cam view from each 908 HDi.

They also made a 1.30am call on the Peugeot pits. They had a great time, hardly got any sleep during the 24 hours, and were there for the highs of the Peugeots leading the race and shared the disappointments as one by one the 908s dropped out.

The photos they showed included a mock-up of next year's Le Mans entry – changes in regulation will require new cars and new

engines. Nick said some exciting new models were coming up with new engines, new technology and new transmissions.

The RCZ will be at the motor show. Later he spoke with enthusiasm about the 3008 when he showed the one he came in, to members in the car park – at last a modern Peugeot model with extra ground clearance.

Nick said it was hoped this would be a big year for Peugeot, with a \$2 million TV car and anniversary campaign about to kick off.

A range of bicycles will be available from dealers. To a question, Nick emphasised that Total oils should be used in modern Peugeots

as they met the strict factory specifications, particularly to avoid sludging in petrol cars.

Any dealer supplying Mobil 1 during a service was "not doing the right thing" and members had the right to insist on Total. Mobil was bigger in Australia than Total and could offer workshops benefits such as hoists and other equipment.

Nick said while most petrol Peugeots since July 1997, apart from XU-engined 306s, could use E10, his recommendation was to use a higher rating fuel.

Through The Pugllist





## Lion's share on the wave

Peter Wilson

There's nothing like June with its frenzy of highly competitive enhanced deals to improve sales at the end of the financial year.

Some Peugeot buyers may have been holding out for this because the Lion's share – a total of 691 vehicles – was its best since the 748 of June last year.

Peugeot Automobiles Australia has done better previously in June – the record was when it topped four figures in 2007 – and the latest result was 5.1 per cent down on June 2009.

The year-to-date sales of 3,003 units were down 181 units or 7.1 per cent year-to-year, according to official statistics. However, the important thing was that Peugeot was holding its position and riding the sales wave to the same crest as the rest of the local industry on the back of increased private sales.

Peugeot's total sales increased 21.8 per cent on May while the industry gain was 21.9 per cent. In passenger sales, the position was even better at 20.6 per cent.

In the past 12 months, the Peugeot highs and lows have roughly matched those of the in-

dustry. It bottomed in October and February, and had peaks in December, March and June.

Lexus (3,278) and Jeep (3,131) overtook Peugeot in six-month sales to leave it in 19th position, just ahead of rising newcomer Great Wall (2,953).

In June, the heavily promoted 308 continued to command the best sales for Peugeot. The result of 428 was well up on the 333 in May and the best since its record 456 last June.

Peugeot has hoped its new models will broaden and strengthen its market position. A Brisbane Peugeot spotter reported excitedly the

sighting of four 3008s on the road in one day.

This new tall rider has scored 56 sales in June, making 97 units on the road in its first three months. The combined 308 and 3008 result showed a gain of 28 units on the 308 result of the previous June which could suggest it is creating its own market instead of taking from the 308.

The position will be clearer once the effects of the promotional jaunt on the Redex route and other market campaigning kick in. The other newcomer, the 4007, had its best response to date, with 69 sales, well up on its average of 40 in the nine months since its release.

The special deals showed the sensitivity of 4007 pricing in a crowded and competitive segment. A lot of money is being thrown at SUVs and the Federal Chamber of Automotive Industries noted it was the strongest performer during the first six months of 2010 with an increase in sales of 30.8 per cent.

SUVs made up 119,345 units of the sixmonthly total of 531,168 Australian vehicle sales. There are 27 rivals in the SUV segment and Peugeot did better than Porsche and Ssangyong to come in at No. 20 in June and No. 22 for the six months.

Results for other models, alas, were unexceptional. The 207 slipped back to 54 in June, below



its average this year. It has been downhill since its 91 sales in March. While the model dominates the light car segment above \$25,000, and outsells rivals such as the Fiat 500 and Punto and Renault Clio, the real light car action is below \$25,000.

The volume in six months was 797 units above \$25,000 and 68,958 units below \$25,000. Peugeot is now reducing its pricing in line with the weakening of the euro in the hope of improving the position of the 207. The 407 remained in the doldrums but its 22 sales was its best result this year.

In the sports category, the 207 CC found 10 buyers in June, the 308 CC found 29 buyers and the 407 coupé scored three sales.

The commercials were also slow, but the Expert had its best month since November with six sales and another 14 Partners went on the road.

Through The Pugllist

## Le Mans post mortem

Three weeks after the 2010 Le Mans 24 Hours, and after inspecting the cars that contested this year's event, Peugeot Sport looks back at the problems that affected the 908 HDi FAPs in the French race and provides details of its plans for its Intercontinental Le Mans Cup programme during the second half of the season.

### Looking back — 2010 Le Mans 24 Hrs

**Bruno Famin (Technical Director, Peugeot Sport):** "To begin with, with regard to the N°3 908 HDi FAP which retired 21½ hours into the race, we have found a quality-related problem concerning the production of the tub at the point where the lower front right suspension wishbone is attached to the chassis.

This is the same tub that won the 2009 Le Mans 24 Hours and the 2010 1,000km de Spa-Francorchamps, and – like every 908 chassis – is regularly inspected at the factory using sophisticated tools that enable us to detect ageing or damage to the carbon.

The problem in this case, however, was due to a totally undetectable defect which resulted in a premature and sudden failure of the mounting point. "As far as the engines are concerned, it didn't take us long to confirm that all three engines suffered the same problem, i.e. conrod failure, although the cylinders that were affected were different.

Further investigation has just revealed that the particularly severe conditions encountered at Le Mans in June led to excessive overload of the V12s in question. "Indeed, the track benefited from high levels of grip this year, so the engines spent longer at full throttle than we expected.

At the same time, the weather stayed cool and, unlike previous years, the air/air intercoolers did not become clogged up. The filling of the combustion chambers remained extremely

efficient throughout, which in turn meant that the performance delivered by the engines was particularly high.

Okay, the conditions were the same for all competitors, but we were running new conrods this year. That said, they had undergone thorough testing on the bench and during the numerous on-track simulations we carried out upstream of the race.

"We didn't observe the slightest problem with them during any of these test sessions, so there was nothing to suggest that we were closer to the limit than we had imagined. "As it turned out, the race conditions tipped us to the wrong side of that limit.

"Having contested the Le Mans 24 Hours three times, we had every faith in our processes. The evidence now points to the fact that this wasn't the case and that despite our growing experience, it is very difficult to master absolutely everything.

"The conditions we face at Le Mans differ every year, as do the constraints to which the cars are subjected. It is clear that we need to reinforce our validation procedures."

