

ROAR

Magazine of the Peugeot Association of Canberra



June 2010

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ON THE COVER

Peugeots at Historic Winton. Photo Colin Handley

RoAR is the official journal of the
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(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,

There is nothing like winter to bring out the gremlins in your car's electrical system. Aging batteries are notorious for going flat on frosty mornings – a bit like their owners!

We have three 405s among our children, one of which is notorious for failed heater cores – is it four or five failures since we first bought the car about 8 or 9 years ago? Anyway, the electrical system in the offending 405 is now playing tricks, but only intermittently, which makes the cause hard to diagnose.

According to eldest son, Chris, the symptom is a completely flat battery, sometimes while driving and preceded by erratic instrument behaviour on the dashboard. In between these seizures, the electrical system shows no fault – the battery, once recharged, holds its charge, the

alternator charges normally and there is no detectable drain on the battery when the engine is switched off.

So, Chris and I have swapped cars and I am currently playing Russian roulette, driving the car in the hope that the symptoms will reappear and perhaps allow me (and Bill McNamee) to make a diagnosis. I think I might carry a spare, fully charged battery, just in case.....

Apart from the electrical problem, and a noisy speedo cable, the 405 seems to be running well. It's still a nice car to drive, even if it has done about 325,000 km. I wonder what my 407 will be driving like at a similar mileage?

The major club activity this month is the annual Battle of Waterloo event, with French and British cars facing each other on the Patrick White Lawns near the National Library (Sunday 20th, from 10 am to 3 pm). Rumour has it that a strong French contingent is being sent from Sydney, so the Brits will be under siege.

Next month, our annual Bastille Dinner will be held at Vivaldi Restaurant on the ANU campus on Saturday 10th July at 7 pm. Those who attended last year will remember that we had an excellent night, so we are returning to Vivaldi for a repeat performance.

As usual, the club will subsidise the dinner and we hope to keep costs to near \$50/person (including some drinks). More details will follow, but places are limited, so please contact me asap if you wish to attend.

The next club meeting will be held, as usual, at the Canberra Services Club on Tuesday 22nd at 8pm, with dinner at 7 pm.



Keep on Pugging,

Brad Pillans

Brad Pillans

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CLASSIFIEDS

FOR SALE

405 1991 model, 5-speed

405 Colour white, grey trim. With books and Haynes Workshop Manual. Has done 260,000 kms. I have owned this car for the past 3 years. Used regularly as a second car. Has electric sun roof (not working but fixable); electric mirrors and windows, tilt steering wheel, climate control air conditioner - the best air-con I have ever had, and a tow bar. Upholstery is good with no tears. Absolutely no rust. A few superficial body marks but not worth a second glance. Central locking. In the past twelve months, has had a new radiator, electric fuel pump, and complete set of rubbers for the front end. Was using oil, but the problem has been solved with a valve grind and new stem seals.

Price - \$2 000.00 (with NSW Roadworthy certificate). Registered until 6 November

1989 Peugeot 505 GTI Wagon

Peugeot 505 GTI Wagon, faded metallic blue, 350,000+ kms, sunroof, tailgate dented and the lining inside is damaged. Offers.

Mark Madden 0418 573 789.

2010 - AL53HI. Phone David Brand on 02 6925 7272, 0418 69 3329, or email: dbjb@southernphone.com.au

405 Mi16

7/1993 Compliance. 220,000 KM. Metallic Grey with Grey/Black/Red interior. Engine rebuilt at 200,000 km. New Front Struts, new Starter Motor. NSW Rego. ALU-29E Registered to 28/8/2010. Chassis No. VF34BRFY271066895. Excellent Peugeot Dealer Service History. Reason for selling - owing to a mystery intermittent engine stopping fault. Car is in excellent condition for its age. Asking \$4,000 ONO. John (Bowral NSW) Phone: 02 4861 5341 Mobile: 0407 244496 (PCCNSW Member).

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.





Battle of Waterloo 2010

Photos Neil Sperring



CLUB EVENTS 2010

22 June

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

27 June

Canberra French car clubs' visit to Cootamundra. at Laul and Janet Ballard's place, 661 Stockinbingal Road, from around noon to 3pm. All varieties of cars are most welcome, but if you wish to participate in the BBQ lunch, you must let the Ballards know by no later than Wednesday, June 23. Cost is \$7.50 per person for lunch. westkinloch@drag-net.com.au. Depending on numbers, they may need time to empty some shed space rather than relying on the house! And those wishing to arrive after lunch are welcome to just turn up unannounced! Meet at the Long Track Pantry at Jugiong at 10am for coffee and then we will drive together from there to Cootamundra.

10 July

PAC annual Bastille Day dinner. Vivaldi restaurant. Please contact Brad Pillans ASAP to confirm: <brad.pillans@anu.edu.au>.

Calendar

CLUB EVENTS 2010

11 July

Sunday - Grand Display of French Cars, Brookfield Pony Club Show-ground, Brisbane.

18 July

All French Car Day, Sydney.

24-26 September

Oh3 weekend in the Hunter Valley

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

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

Calendar

Classics on display despite wet Winton weekend

Text and photos: Colin Handley

Ian Brock and I stayed with Tony and Annie Nott, owners of "Cedric" (their 203 panel van) in their energy efficient new house overlooking the Hume Weir on the way to Winton Historic race meeting.

The Meeting was run by the Austin 7 club who were there in force and did a fantastic job of running the event. The club honoured the 50th year of the Peugeot 404 and highlighted the early competition history of Peugeot.

Peugeot, Alfa and the Feral car club were the invited marques to attend Winton. The white SS Jaguar, feral Bentley and fabric-bodied Crossley Special drew a lot

of attention with smiles all round.

Tony Dorrell, owner of the Monaco Special, and Bob Pinkerton from WA, with the Special he built, were special guests.

The Monaco is rear-engined and uses a VW gear-box; the Pinkerton special uses 403 running gear with a 504 wagon rear end. These cars are getting around 130 bhp at the rear wheels from 403 motors!!!

There were many historic cars and motor bikes of historic interest on display in the pits and in the car park. A supercharged 8-cylinder Bugatti as well as two other Bugattis, plus three 1930s Alfa Romeos. Some of these would fetch several million dollars in Europe!!

In the car park were a Bristol, a 300SL Gullwing Mercedes, a Lancia Australia, a Lancia Aprilia, and countless Healeys, Sprites and Cobras etc.

The PCCV was out in force and Graham Wallis' yellow 203 attracted interest.



Saturday was very wet and cold, from the water being sprayed up from the front wheels of the competing cars. It must have made visibility very vague. Camping was interesting as much of the campground was under water!

Sunday dried out after a while and became a nice day, and we were able to appreciate the cars on the track and in the pits, catch up with old friends and hear many stories of the historic cars and bikes and their owners.

A fantastic weekend despite the weather, and to top it off the blue 403 returned 7 litres/100 km without trying, sitting on 100kph down the freeway!!

It was also awarded the organisers' car park prize for "Outstanding Spectator Vehicle" at the special area within the Shannon's Classic Car Park that was set aside for a Peugeot Club display.



Colin Handley's lovely 403 took out the car park award at what was a wet weekend event.







Join in the 3008 rerun

Peugeot club members are invited to join the pair of Peugeot 3008s as they set off this month on a promotional journey retracing a shortened version of the 1953 Redex Trial journey.

Members in three states have already indicated they will join the cars for part of the way.

The plan is to kick off from Driver Avenue in Moore Park between 6.15 and 6.30 am on Friday, July 15 after a day of public relations activity in Sydney.

The early start is to beat peak commuter traffic on what will be a big driving day – 714 km to Tamworth – and to maximise TV coverage through a tie-up with Channel Seven's Sunrise programme.

Instead of a Cinesound newsreel crew in a Peugeot 203 commerciale tracking the cars on film, Sunrise sporting sunbeam Mark Beretta will join the latest rerun with a TV camera crew for part of the way.

Hence a drive by of the Channel Seven studio in Martin Place is planned on

the way north.

The diesel muscle and scent of the 3008s will be a different experience for the former national water ski champ, who recently has been more at home with V8 Supercar commentaries and Dancing With the Stars.

He will be in the second Pug 3008 from Adelaide to Sydney to give plenty of live crosses



to Seven.

Tour leader is former Kia public relations chief Jonathan Fletcher, who will share driving of the first Pug 3008 with someone from Peugeot.

Motoring writers will drive the second Pug 3008 on each leg until Adelaide and a 4007 or a Partner will travel along with technical and medical back-up.

The tour is structured to take in as many Peugeot dealerships as possible.

Although it will not always be necessary to refuel, the Pugs will top up at the end of each day. The longest leg is the 844 km from Coober Pedy to Adelaide.

Any Peugeot enthusiasts who would like to participate on some of the journey in their pride and joy is most welcome, according to Kirin Tipping, events and promotions manager of Peugeot Automobiles Australia.

"Naturally, the start from Moore Park up to Maitland would be ideal," she said, "and then again from Adelaide right through to Sydney.

"But they can do as much or as little as they like.

"Please allow to me make it very clear: this would be at their own expense, but we'd love to have Peugeot enthusiasts along for the

ride."

Interest in the event began snowballing as word got about.



Former club president Steve Palocz was the first to indicate he would go and he planned to drive his Peugeot 504 Ti as far as Port Macquarie.

Phil Torode and Graham Wallis said they would accompany “the mob” from Hamilton for a few days in a pair of Graham’s Peugeot 203s – one the 1951 rally car that Graham entered in the 2008 Red Centre to 9 Gold Coast Rally and an original 1956 model.

Peugeot 203s will be particularly

welcome because of their Redex status and because no-one has been game enough to risk leasing one for the use of unknown drivers for the entire trip.

“I’m sure there will be more interesting cars brought along by PCCV members as the event swings through Vic-

toria,” Graham said in an email to Kirin.

Queensland members were suggesting they would join the run from Lismore and the club’s editor, Kay Marken, said a gold 203 sighted in Tamworth might make an appearance.

Kirin said that at Maitland the cars would do a lap of Ken Tubman Drive to honour the winner of the 1953 trial.

The 3008s will skip the Redex Darwin leg, forget the torture test near Marulan, add a Wollongong leg to the route and finish at Driver Av-



enue on July 29 after a journey of 8,324 km.

In 1974, Peugeot club members set off in 15 Pugs with Ken Tubman and Jack Murray when they retraced the Redex route, each in a Peugeot 504 Ti and instructed to aim for economy, *The Puglist* reported.

Cars then included Cheryl Wilson’s 203, Bob Pritchett’s 403 wagon and an assortment of 404s and 504s.

When the flag dropped at the Opera House, the official 504s set off with two explosions – “Gelignite Jack” had added his characteristic touch to the event.

The procession continued to Bobbin Head Road where with much horn blowing and light flashing the club Pugs turned off towards Bobbin Head for a picnic, followed for a while by the confused Victorian crew of an official 504 support wagon.

The 504s covered the trial route in 14 days, including a stop at Brisbane to meet John Marshall, owner and co-driver of the winning 1963 Peugeot 203.

This is the timetable planned, with dealer visits marked with an asterisk.

Day 2, Friday, July 16.

Sydney-Maitland, 164 km, 2 hr 15 min.

Maitland-Newcastle*, 33 km, 40 min.

Newcastle-Port Macquarie*, 245 km, 3 hr 10 min.

Port Macquarie-Tamworth*, 272 km, 3 hr 30 min; 714 km for the day.

Day 3, Sat, July 17.

Tamworth-Lismore*, 458 km, 6 hr.

Lismore-Gold Coast*, 136 km, 2 hr.

Gold Coast-Brisbane*, 75 km, 1 hr 10 min; 1,383 km.

Day 4, Sun, July 18

Brisbane-Nambour*, 105 km, 2hr.

Nambour-Bundaberg*, 270 km, 4 hr/

Bundaberg-Rockhampton*, 290 km, 3 hr 45 min; 2,0488 km.

Day 5, Mon, July 19

Rockhampton-Mackay*, 340 km, 4 hr 45 min.

Mackay-Townsville*, 400 km, 5 hr; 2,788 km.

Day 6, Tues, July 20

Townsville-Cloncurry, 774 km, 7 hr 40 min; 3,562

Day 7, Wed, July 21

Cloncurry-Tennant Creek, 786 km, 10 hr 30 min; 4,321 km.

Day 8, Thurs, July 22

Tennant Creek-Alice Springs, 510 km, 6 hr;

4,831 km.

Day 9, Fri, July 23

Alice Springs-Coober Pedy, 670 km, 8 hr, 5501.

Day 10, Sat, July 24

Coober Pedy –Adelaide*, 844 km, 10 hr, 6,372 km.

Day 11, Sun, July 25

Adelaide-Hamilton*, 510 km, 7 hr; 6,882

Day 12, Mon, July 26

Hamilton-Ballarat*, 180 km, 2 hr 15 min.

Ballarat-Geelong*, 86 km, 1 hr 25 min.

Geelong-Melbourne*, 73 km, 1 hr 15 min; 7,339.

Day 13 Tues, July 27

Melbourne-Shepparton*, 190 km, 2 hr 20 min.

Shepparton-Albury 175 km, 2 hr, 7,221 km.

Day 14, Wed, July 18

Albury-Wagga Wagga*, 150 km, 2 hr.

Wagga Wagga-Canberra*, 243 km, 3 hr; 7,979 km.

Day 15. Thurs, July 29

Canberra-Moss Vale* (Hume Fwy), 180 km, 2 hr 40 min.

Moss Vale-Wollongong* (via Jamberoo), 80 km, 1 hr 30 min.

Wollongong-Sydney (finish), 85 km, 1 hr 30 min, 8,334 km.

Finish at Driver Ave, Moore Park.



Peugeot 3008 Australian release imminent

Complementing the existing Peugeot range in Australia by fitting neatly between the 308 model range and the 4007 model ranges, the new 3008 is due to go on sale locally in July 2010.

Peugeot dealerships around Australia are in preparation for its launch, each one having a single display unit available for customers wishing to preview this remarkable new model. Pricing has been made public by Peugeot Automobiles Australia and dealers have already taken a number of orders from keen customers who desire to be among the first to drive this internationally acclaimed new model.

Launched in Europe in the Spring of 2009, the 3008 quickly became a hit for Peugeot and demand has exceeded supply virtually from day one. In overall terms, sales have exceeded Peugeot's targets by a massive 30%.

Aimed squarely at the booming compact SUV market, the new 3008 will present an attractive proposition for those wanting a more sophisticated alternative in the segment. In particular, its array of fuel efficient, EURO 5 emissions compliant engines and advanced features such as Head Up Display – will set it apart from its competitors.



Innovative engineering enhances the appeal of the 3008 as it features breakthrough developments to improve safety, enhance performance and driveability and reduce the vehicle's impact on the environment. In addition, its construction involves cutting edge technology such as laser welding and materials to reduce the weight of the vehicle without compromising safety.

Peugeot innovations

Dynamic Roll Control: Thanks to the expertise achieved over 200 years of engineering innovation, the 3008 features exemplary roadholding technology, with handling worthy of a sporting saloon car. Depending on the version the Dynamic Roll Control optimizes handling precision by minimising body roll in corners – a distinct advantage for a vehicle with typical SUV high architecture.

Head Up Display: This innovative safety technology projects essential driver information such as vehicle speed and a distance alert at eye level, allowing the driver to keep his/her eyes on the road at all times.

Grip Control: An evolution of the Electronic Stability Program (ESP), the optional Grip Control is an advanced traction control system which enables the 3008 to grip the road with assurance in all conditions by optimising the traction of both front wheels.

Five modes are available in Grip Control: sealed road, snow, all terrain, sand and ESP-off. This feature comes standard with special 16" Mud and Snow tyres to enhance traction on challenging surfaces.

Through its advanced technology, interior flexibility and striking style the new 3008 offers an original solution to customers in search of a more sophisticated SUV.

3008 XSE 1.6 HDi EGC \$36,490

3008 XSE 1.6 Turbo Automatic \$35,990

3008 XSE 2.0 HDi Automatic \$39,490

3008 XTE 1.6 HDi EGC \$39,990

3008 XTE 1.6 Turbo Automatic \$39,490

3008 XTE 2.0 HDi Automatic \$42,990

Prices shown are recommended vehicle prices and do not include Dealer and statutory charges.



For more details visit: <http://www.peugeot.com.au/3008-preview-showroom/>

PSA creates new Europe division

By: Simon Warburton | 26 May 2010

PSA Peugeot Citroën has created a new department to oversee the European reach of its manufacturing and industrial relations activities.

The French automaker is adapting its strategy with the new division to be known as industrial operations, headed by Denis Martin and slated for a 1 September start.

"Industrial operations will look at the entirety of the manufacturing and our industrial relations in Europe," a PSA spokesman told just-auto.

"This also includes the supply chain and manufacturing to make sure our plants are running efficiently."

PSA's announcement of the new department comes as it has also put a board member in charge of Asian operations in a drive to harden its Far East influence.

Board member Gregoire Olivier will be based in Shanghai, also from 1 September, with responsibility for China, India, Japan and the ASEAN region.

"As much as anything it [appointment] is the market we are concentrating on - there is a lot of opportunity over there and we need make sure we are well-positioned," said the PSA spokesman.

"It is part of our strategic vision to

become a more global player and clearly the market there is developing. What we have to do is make sure the skills and innovations [in Asia] are properly managed."

The change will mean there are now three PSA board members in Paris and one in China, with the automaker not envisaging further top level movements.

Courtesy of the just-auto.com editorial team

Peugeot to expand small engine JV

Simon Warburton

New engines to be built following a €175m (US\$238m) investment in PSA Peugeot Citroën's northern France engine plant are destined for models including the 207, C3 and, eventually, the 308 and C4.

Between now and 2013, PSA plans to invest the money at its La Française de Mécanique plant in Douvrin, in the Pas-de-Calais department of northern France, to prepare for the production of a new three-cylinder turbocharged petrol engine line.

The investment follows the group's de-



cision to extend range of I3 engines currently under development by adding a turbo-charged version.

PSA has managed to secure support from the Nord Pas-de-Calais and the Pas-de-Calais regions although it is unclear if this involves any financial contribution.

"In everything we do we always stay close to the authorities locally because clearly it impacts massively on economies of those areas," a PSA spokesman told just-auto.

This new I3 engine family will include one and 1.2-litre naturally-aspirated versions to be produced at Peugeot's Trémery plant beginning in 2012, with capacity of 640,000 units a year, and the 1.2-litre turbo versions to be produced at Douvrin from 2012 with

capacity of 320,000 units annually.

The La Française de Mécanique plant currently builds petrol and diesel engines for Peugeot and Citroën models, including the EP petrol engine developed in cooperation with BMW for the Mini line.

“We have not got a definitive model list for [the investment] yet as we are still [planning] how to spread the engines around,” added the PSA spokesman.

“It is likely to be the [Peugeot] 207 and cars of that size — also [the Citroën] C3 will be the initial target — it will be between now and 2013 so it will be imminent.

“Later on it will also be other cars — potentially [the Peugeot] 308 and [Citroën] C4. The first engines and cars will be produced towards the end of 2013 — it will ramp up to full production in 2014.”

Created in 1969, La Française de Mécanique is a 50-50 joint venture between PSA Peugeot Citroën and Renault, with 3,400 employees.

It once produced the ‘Douvrin’ petrol V6 shared by large Peugeot and Renault passenger cars and also used in some top Volvo models.

Its machining and assembly lines produce 6,200 engines per day. Output in 2009 totalled 1.3m units, of which 942,000 were for PSA.

Courtesy of the just-auto.com editorial team

RCZ wins red dot award

The eagerly-awaited Peugeot RCZ sports coupe has won the ‘red dot: best of the best 2010’ award for outstanding design quality in the automotive category.

This red dot award follows the Most Beautiful Car of the Year 2009 award, given to the Peugeot RCZ at the prestigious 25th International Automobile Festival earlier this year.

The Peugeot RCZ was selected from votes cast by over 100,000 internet users in 62 different countries around the world. It is the fourth time Peugeot has won this prestigious award. The “red dot: best of the best” is awarded for pioneering design and the highest award in the “red dot award: product design” category. Only the best products receive this prize.

Every year thousands of applicants bid for the sought after quality seal which is the



red dot as by winning this, levels the focus squarely on the product on an international scale.

The red dot label is a worldwide recognised quality seal for outstanding design and the red dot design award's jury (consisting of thirty international experts) guarantee an objective and fair comparison of all entered products. The submissions are evaluated according to the highest standards.

The adjudication process follows a canon of strict criteria, which is constantly adapted to the latest findings in formal, technical, manufacturing, societal, industrial and ecological requirements.

These criteria provide a guiding framework, which is filled in individually by each juror and include:

Degree of innovation; is the product new in itself or does it supplement an existing product with a new, desirable quality? **Functionality**; does the product fulfil all requirements of handling, usability, safety, and maintenance, and does the manual explain its use in a comprehensible way? **Ergonomics**; is the product adapted appropriately to the physical and, if necessary, psychic conditions of the user? **Self-explanatory quality**; what does the product convey about its purpose and use without knowing the manual? **Formal quality**; how is the form related to the function? **Ecological compatibility**; are materials, material costs, manufacturing technology and energy consumption in an appropriate proportion to the product util-

ity? To what extent have disposal problems and recycling issues been considered?

Durability; have the product's material, formal, and non-material value been designed for a long lifespan? **Symbolic and emotional content**; what does the product offer

the user beyond its immediate practical purpose in terms of sensual quality, possibilities of a playful use or emotional attachment? **Product periphery**; how is the product as part of a system integrated into the system environment?

Far more than a concept car transformed into reality, the RCZ marks a new era in the history of Peugeot's sports cars. This 2+2 coupé boasts an expressive, energetic styling, its most characteristic features being the double bubble roof and rear window, and the two aluminium arches.

The distinctively styled interior places the



driver in a sporty and subtly superior surroundings, ideal for enjoying the roadholding qualities of the RCZ to its fullest.

The Peugeot RCZ will be launched in Australia in Q3 of 2010.

The new RCZ augurs well for the next generation of Peugeot hot hatchbacks

John Simister

Picture the scene. A one-off, almost irreplaceable concept car has been let loose on the public road by the man who built it.

Inside are two people, neither an employee of the company whose car it is. The driver (me) is enjoying the power and the pep, revelling in the fact that this concept car, unlike many, not only works, but works convincingly well.

People point, jaws drop - for some have seen this neat little coupé in the motoring news media and can't believe they are now seeing it for real. I'm trying to get past a slow cement truck and splatters of its cargo

have formed on the Peugeot RCZ's unique, show-car bonnet. It's a surreal moment. The car is returned to its creator. You must make a production version, I say, and so does everyone else who encounters it.

What better way to rekindle Peugeot's lost art of style and driving fun? Today, two years later and encouraged by the positive vibes, Peugeot has done just that - and it's due in Australia in the third quarter of 2010.



It looks almost the same as the concept, right down to the double-bubble roof and rear window shaped to match. The bold rails that form the roofline were aluminium in the concept car but are aluminium-clad in the real thing, and you can have the roof in carbon fibre if you like. There are changes from the concept, but they're just details.

As a concept, it was known as 308 RCZ, because it was based on the 308 hatch but with wheels set further apart on the axles. This is still

true and the fascia is still clearly 308-derived, albeit with posh leather and a smart clock in place of the central air vent.

The air of luxury tells us this is a "premium" coupé - costing from £20,450 to £22,750 in the UK - perfectly placed to compete with the Audi TT whose profile it obviously resembles. But look past the leather upholstery and the metallic accents and you'll find hard plastics for the middle section of the door trim and the glove compartment.

That's a pity.

The RCZ does look exotic from the outside, though. It's a neat, taut coupé with minimal rear seats and a self-raising rear spoiler and it looks particularly purposeful in black with black wheels and the blackchromed roof-arch

option.

Three engines will be offered, a two litre turbodiesel with 120 kW for the CO2-watchers and a pair of 1.6-litre, direct injection, turbo petrol engines with 116 or 150 kW. The engine is a joint venture between Peugeot and BMW so similar

engines are also found in Minis but this new 150 kW unit uniquely combines variable valve timing and lift with a twin-scroll, fast-response turbocharger.

Most recent tales of sporting Peugeots have been laced with regret over a talent once-great, now lost — but Peugeot's newest family cars (308, 3008 and 5008) do show a return to form with their combination of precise steering and supple ride.

So I'm optimistic as I settle into the seat of a diesel RCZ and head for the hills. The fascia may be 308-like but the driving position is lower-set and more sporting. Straight away some optimism is rewarded because this RCZ is smooth, quiet, supple over bumps, and accurate in the steering.

The engine pulls with the gusto expected of a modern turbodiesel yet spins more freely than most and sounds as if it enjoys the process. This is a promising combination of engine and sports coupé, but something is missing. Could it be just a little sharper when turning into a tight bend? Could it give its driver just a little more chance to balance the flow of power and steering on an interesting road? Rehabilita-



tion isn't complete yet.

And so to the RCZ 200 THP, with that new turbo engine and a Sport pack as standard equipment. This includes a slightly smaller steering wheel that should clearly be standard because it's one reason for this car's greater flickability on tight, twisty roads. Another is the lighter engine and a third reason is that the front suspension has stronger pivots on a stronger sub-frame and so feels crisper and more direct in its responses.

And yes, this is it. This is the Peugeot that puts things right, the Peugeot that augurs well for the next hot hatchback that the company has hinted is on its way. The engine pulls with crisp-edged energy and the way this RCZ copes with one of the best driving roads I have ever experienced (in the mountains west of Bilbao) will stay with me for a long time.

This is one entertaining car, a car that involves you in the art and science of automotive dynamics in the way a TT just does not. I'd have one over any TT because it's just as well made, it's more fun and it costs less. Convinced? You should be.

Courtesy of The Independent, London

The 2010 Le Mans 24 Hours: 1, 2, 3 for Audi – Heartbreak for Peugeot

15 June 2010

There were tears in the pit lane as a dramatic Le Mans 24 Hours saw the seemingly uncatchable Peugeots drop out one-by-one with blown engines, gifting a first-to-third finish to Audi. A visibly emotional Dr. Wolfgang Ullrich, Head of

Audi Motorsport, celebrated the win, while a few garages away, the principals at a shattered Team Peugeot Total and Team Oreca Matmut looked sorrowfully at what might have been.

Peugeot, winners in 2009, had a three-car team of factory 908 HDi diesel coupés, and also entrusted another car to Team Oreca Matmut, run by veteran long-distance manager Hugues de Chaunac.

Audi was relying on three factory R15 TDIs, with assistance from Kolles Racing, which was running a brace of older-model



R10 TDIs. With the colossal budgets available to the diesel-engined factory teams, it was looking a tall order for any of the petrol cars to get a look into the top six, despite a change of rules this year.

For the first few hours it became clear that, unless mechanical disasters intervened, nothing would stop the French diesels. The Audis had been well and truly beaten on pace and, despite the rule changes, it wasn't going to be a petrol-powered

car's day. The Aston Martins looked and sounded superb but could not match the diesels on sheer speed.

Early alarms and excursions included the solitary Jaguar XKR GT2 lasting just four laps, ex-World Champion Nigel Mansell suffering what appeared to be a loss of consciousness in a seemingly minor accident, and the first works Peugeot retiring with suspension damage at 17:28.

As the race progressed, the German manufacturer just would not let Peugeot go, with

one of the three factory Audis in and around the top four, only a lap or so adrift. At half-distance, Peugeots were running first, fourth and sixth, with R15 TDIs in second and third. Six hours later the tables had been turned: Audi one and two, another Peugeot out (engine) with the remaining #1 car three laps down from the leaders in third place.

The last six hours were utterly fascinating. Turning up at the circuit at a civilised 9:00, I spent the remaining period of the race glued to the television coverage, watching one of the classic finishes. You sort of knew that Audi would win - but were never quite sure what was going to happen with such a high retirement rate (only 27 cars were classified as finishers). The 2010 race was run at record speed, and such was the ferocious pace that the eventual winners beat the long-standing distance record set by a Porsche 917 in 1971 (on a much faster circuit).

And the eventual winners were...? Yes, it was Audi, and the retirement with terminal engine maladies of the remaining two Peugeots meant the three works R15 TDIs could finish in time-honoured 'line astern' formation. Very, very impressive stuff after 24 hours of the hardest racing imaginable, with Timo Bernhard, Mike Rockenfeller and Roland Dumas victorious in the #9 Audi.

Courtesy
classicdriver



Peugeot mechanic makes history

Courtesy Murder Case Book, through Peugeotmania

Jules Bonnot was born October 14 1876 in a small village near Montbéliard, close to the Swiss border. He copped a hiding from his mother now and again but at the age of five he lost her to God. Jules' father had no time for him or his elder brother Justin, for they were foundry

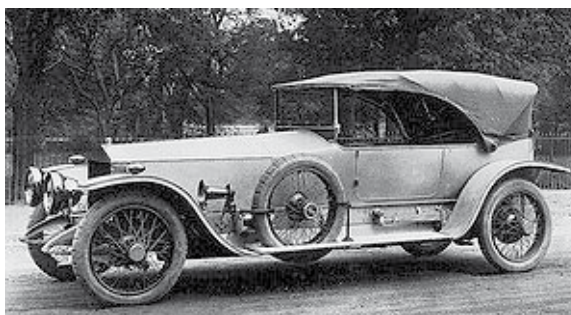


Junes Bonnet

workers with no weekends, no annual holidays and no sick days — just days of exhaustion and slow steady poison of toxic molten metals.

The grandmother came to take care of the two boys, but she was too old and weak to look after them properly, and they soon ran wild. They did have one great advantage over their illiterate father however, they did benefit from the new system of free compulsory schooling.

This was Jules' teacher's report; "An intelligent but lazy pupil, undisciplined, insolent, often seen out of class, brutal towards his classmates." It seems that even at this young age Jules Bonnot was trouble. When Jules was 15 he started an apprenticeship alongside Justin (who started 2 years previously) at the local PEUGEOT FACTORY.



Delaunay-Belleville

They were both able workers, but were always under a cloud of suspicion. They were insubordinate, inclined to petty thieving, and too ready to join in a fight. Justin's career ended prematurely when he drowned himself,

apparently in despair at his girlfriend's rejection. Jules wept at the funeral, shattered by this, his second great loss. By now he was a really tough customer, and when he was 17 he received his first actual conviction after a quarrel over a girl at a dance turned nasty.

He became a militant trades unionist. Certainly, he had some real political conviction, having seen his fair share of social injustice, including the constant ill — health of his own father caused by the appalling working conditions in heavy industry.

In 1897, he was in prison for 3 months after a fight with a policeman in a bar. When he was released his father disowned him. He had remarried and now had more children by his new wife, so Jules' criminality was a good excuse to get rid of him. So, by the age of 21, he had lost his mother, his brother and his father.

Jules then tried to set up some sort of home with a prostitute named Nancy, and then the army claimed him. Like many a vil-



lain before him, Bonnot had a surprisingly successful military service. He became an avid gymnast and a crack shot, the Champion of his company. During this time he billeted at a farm in Vouvray, where he fell in love with the farmer's daughter, Sophie Burdet.

The couple were married in 1901 and he seemed to have a promising future before them. Sophie was an excellent dressmaker and Jules got a job with the railways in Bellegarde on the Swiss border. However, he became known as an agitator for better working conditions, possibly an anarchist and he was blacklisted.

The couple moved to Geneva and there he became a MECHANIC. A little girl, Emilie, was born and he was overjoyed. He even wrote a fond and conciliatory letter to his father, but the little girl died after only four days and Bonnot hardened his heart once more.

He was soon in trouble again for militancy, and the young couple was expelled from Switzerland. They ended up in Lyon. He was already an exceptional MECHANIC for those days, and soon became a skilled driver too. He drove in races and as a chauffeur. But despite his professional success, he was still an anarchist and an ardent, often violent, participant in the struggle for better working

conditions.

In 1906 he was lodging with his wife and their 2yr old son JustinLouis in the home of his union secretary, Besson. The bitterest blow so far came unexpectedly. Besson ran away with Sophie and her son. Bonnot had always needed somebody to love and plan things for. He had now lost his wife and his children. He now had nothing to lose. He merely needed time to find some partners in crime, men who hated authority as much as he did and would be willing to kill or be killed to express that hatred. He headed for a bookshop and anarchist meeting place called L'DEELIBRE.

Among the group he recognized a small, baby faced young man. It was Raymond Callemin, known as Raymond-la- science, a man that Bonnot was eager to meet.

Bonnot had heard that Raymond and a group of sympathizers called illegalists had embarked on a life of crime. They were foolish enough for more thoughtful anarchists to disown them, but so far their crime had not been that heinous.

They had forged money, they had printed fake police inspector's cards, they had done a few burglaries, and they had robbed a couple of small post offices. They were not exactly turning society upside down, and their grandiose opinions of themselves set them apart from common thieves.

One policeman had been injured in an attempt to steal a car, but so far their crimes had not been particularly violent.

Continued next month



GTi death rumours unfounded?

Simon Craig

Breaking news, of sorts, was announced just as the Pugilist was going to the presses. Peugeot UK marketing director Christian Stein told Autocar late in 2009: "For us, the GTi concept is dead."

The GTi means a lot to English people but it is time to move on." Instead, Peugeot will focus its performance efforts on more cars in the vein of the forthcoming RCZ. "We will move away from hot hatches towards premium sports coupes," said Stein. And with that, the 207 GTi was dead, along with dreams of a 308 GTi.

Curiously, Peugeot France has just put out a press release announcing the 308 GTi, with some quite detailed information (see the full press release further on in the Pugilist).

Now, perhaps those yearning for a Golfsized Peugeot offering, or those with 306 GTi6 rose-coloured glasses stuck firmly in place, will have something to look forward too. After all, it's been more than 10 years since Peugeot have produced a GTi

in this class of car.

The Peugeot 308 GTi will come with the same 1.6 litre THP 147 kW engine that will be featured in the just released RCZ. That engine makes the 308 GTi competitive with the 155 kW of the Golf GTi - the benchmark GTi for this segment. The THP engine, fitted with a twin-scroll turbocharger and a high pressure direct-injection system with VTi technology (variable valve and timing injection), produces 275 Nm of torque and will come mated to a 6-speed manual gearbox.

The 0 to 100 km/h sprint takes 7.7 seconds while fuel consumption will be 6.9 l/100 km and CO2 emissions 159 g/km. A sound system technology has also been employed to make sure the engine rumble provides for just the right sporty sound that customers will be looking for. Presumably this is similar to the Focus XR5's set up, with a pipe from the engine bay attached to the firewall, to transfer just the right kind of engine noises to the cabin.

For the proper GTi ride, the 308's front MacPherson suspension gets larger bearings with specific damper settings for the 22 mm rods (20 mm in the standard car). The rear torsion beam suspension also gets the same damper treatment. On the outside are 18-inch



wheels with 225/40 low profile tyres, a rear spoiler, a lowered rear bumper fitted to a black diffuser and dual chrome exhaust pipes.

The front fascia also gets a lowering panel borrowed from the 308 CC and a carbon-style insert beneath the front bumper. GTi badges are featured on the side and rear of the car. On the interior are an aluminium foot rest and gear knob and a leather sport steering wheel.

The new 308 GTi goes on sale in France on June 10 with prices starting at €26,900. Peugeot Australia's Events and Promotions Manager, Kirin Tipping, told Car-sales: "The 308 GTi hasn't been confirmed [for Australia] yet, but it's on the wish-list."

Through The Pugilist

More keys

Mark Besley

How many keys did you get when you last bought a car?

It's a pretty common story to hear of second hand cars only coming with one key, particularly if several owners have preceded you. In the "good old days" when I bought well-used 404s and 504s one "key" piece of knowledge was which locksmiths in Melbourne stocked key blanks for Peugeots and Neiman locks.

When you purchase a new car, one of the great expectations in addition to that "new car smell" is that you get two keys. Many owners of new Peugeots are disappointed to find that their new car only comes with one "real" key.

By "real" I mean one with the remote locking controls. I believe that some of the more expensive models may come with two of these keys but certainly the high-selling 206/207 and 306/307/308 models don't.

Another key is supplied but this is really only an "emergency" key that will start the car but has no buttons for locking or unlocking the vehicle. To use this key to lock the car involves the virtually prehistoric process of inserting the key into the lock on the driver's door and turning it. Surprisingly the one key slot provided on the 307 [and

308] for this purpose is in the driver's (not passenger's) door.

I was surprised they bothered to move this for right-hand drive vehicles considering how little it is used and the fact that many more important things aren't changed.

So you want a second "remote" key? You could be in for a shock. I have heard of prices up to \$500 being charged for a second key. No longer a job for your friendly locksmith, in these days of engine immobilisers and transponder chips built into your key, this becomes something that needs to be done through a dealer.

The other problem is what happens if your key is damaged, say by being dropped, or if you have one of the "folding" type keys and the spring breaks. Generally in these cases the electronics inside are still OK, but the key becomes difficult to use. If this happens to you, and you're a bit adventurous, there is a cheaper option.

I had heard that "Peugeot keys" were available on eBay so I logged in to check it out. There are lots of items available. These things are described as a "flip key shell (uncut)" with "no interior". "Uncut" means that you're getting a "blank" metal part of the key - you'll need to get the correct wiggly groove cut into it by a locksmith who has the equipment for doing this. That's not so difficult as any locksmith who can cut "modern" car keys should be able to oblige.

But "no interior" means that the plastic "fob" part of the key is just an empty

shell. What you need to do is move the electronics (to operate the central locking) and transponder chip (to "mobilise" the immobiliser) from your original key into the "new" key before it will actually work.

This is all made easy by reference to the comprehensive instructions on the website, such as "rotary the screws to open" "Make sure the spring was stuck" "we suggested buyers chooses the insurance improve to parcel is not easy to lose". These things are coming out of China and I have no idea what the quality is like.

However for around US\$20 it is may be a cheap option to replace a damaged key whose electronics are still OK. A further thought — could one of these be used to convert an "early" 307 key to a later "flip" key? Not sure, but with a bit of ingenuity, possibly.

Through Torque



Peugeot Association of Canberra Minutes of General Meeting 8 pm 25 May 2010 Canberra Services Club Manuka ACT

Persons present

Brad Pillans (Chair)
Neil Sperring
Bill McNamee
Daniel Fowler
Colin Handley
Ian Brock
Chris Reed
Allan Lance
Glen Bryden
Neil Birch
Derek Flannery
Rick Phillips (Minutes)

Apologies

John Bower

The meeting was preceded by dinner at the club commencing at 7pm.

Minutes of Last Meeting

Rick moved that the minutes of the last meeting on 27 April 2010 be accepted.
Seconded Brad, carried.

Inwards correspondence

The NSW club provided details of All French Car Day in Silverwater Park on 18 July 2010 - \$10 per car. Contact Steve Palocz 0409 504 604.

Financial position

Glen reported that the club has about \$9,500 in the bank. The balance is stable with no major

outgoings due. There is a small stream of memberships – this time of year is usually a time of low membership renewals.

Council of ACT Motor Clubs

Neil reported on the outcomes of the last meeting.

The Council has \$5,800 in the bank.
The Registrar has resigned and some-



one is needed to fill-in until the AGM in August.

Neil has asked how we can get copies of Torque Magazine. It has been suggested that the Council send a few copies to each club.

All clubs have been invited to take part in the Heritage Day drive in May each year.

Members were advised to take care when considering alternative types of sand blasting.

The Pie Cart has required new, expensive batteries.



DFAT has changed the importing rules for pre-1987 modified vehicles. The ACT Street Car Association is mounting a campaign against the change.

The Council is calling for a club to run Marques in the Park.

David Snape of NRMA Veteran and Vintage Insurance will be the guest speaker at the next Council meeting.

Battle of Waterloo

Brad reported that the Battle of Waterloo will be held on the Patrick White Lawns (near the National Library/Commonwealth Bridge) on Sunday 20 June 2010.

As Rick will be on holiday in Queensland on the day; Brad, Daniel and Derek will run the BBQ.

Replacement marquee

The blue marquee has been damaged beyond economic repair by wind. Neil moved that up to \$200 be expended to purchase a replacement marquee. Seconded Daniel. Carried.

Easter Pageant 2011

Colin reported that contact has been made with Eagle Hawk and 15 cabins and/or villas have been reserved.

There is no need to reserve camping sites.

An informal meal will be held on the Friday evening. The more formal Saturday dinner is being costed. The set lunch is \$7.

Brad advised that the Easter Pageant Subcommittee will meet in the next few weeks.

Bastille dinner

Brad suggested that, as the Bastille Dinner had been a success at Vivaldi Restaurant last year, we should hold the dinner at the same venue this year. As there was general agreement, Brad will approach the restaurant.

Servicing matters

Bill reported that the automatic transmission on post 1999 models has been prone to failure. He is investigating means of prolonging the life of the transmission.

PAC Champion Trophy

The Champion Trophy has re-emerged after many years. It consists of a Peugeot hub cap mounted on a polished timber back board with engraved medallions showing the name of the winner each year. As no-one could remember what the original form of competition was that was associated with the trophy, members are asked to think about an appropriate competition for the award.

Countdown for the three oh oh

Peter Wilson

Things are humming along at the Homebush headquarters of Peugeot Automobiles Australia as the countdown continues for the release of the Peugeot 3008 this month and the impending RCZ gets great local press coverage.

As club members who have already checked them out at dealers' showrooms know, the first 30 compact SUVs arrived in April.

As soon as they came off the ship, they were detailed, registered and distributed as dealer demonstrators or moved to Brisbane ready for the dealer and press presentations.

Final adjustments were being made to the Australian television commercial to reinforce the publicity campaign and planning continued for the press drive in July along the route of the 1953 Redex Trial.

The search for a suitable Peugeot 203 to accompany the new cars continues – but so far, not a single owner has responded to the Peugeot request for a car.

Amazingly, some 400 of the 10,000 Peugeot 203s that came to

Australia have survived but today's 203 owners must regard their cars as too precious to let others drive on such a long haul.*

Peugeot is banking on the 3008 to help it get a slice of the runaway SUV market, which showed a 38 per cent increase in the April national figures compared with April 2009. The launch of the RCZ – the next and most sporting variant of the popular 308 platform – is not until the third quarter, just a season behind its current UK release.

The Australian journalists who accompanied marketing manager Richard Grant to Spain for the international press launch have written up the car favourably, and agree it has great looks and is a head turner.

They revealed that Australia's allocation of RCZs will be only 120 from the first 12 months' production of 17,000 units as Europe has priority and possibly double that the next year. Pricing will range from about \$60,000 to \$70,000, with the higher figure not much saving on the Audi TT with which it is compared.

The limited numbers mean the Peugeot will not worry Audi all

that much, even though TT sales are down again this year. Audi sold 646 TTs last year, compared with 942 in 2008. Sales in the first four months this year have fallen further, to 196 units, compared with 241 in the same period last year, but to give a French perspective, that 196 is still more than the 135 units that Peugeot's newest niche model, the 308 CC, has sold this year.

Now, back to the April sales report, which saw national figures recover 20.3 per cent ahead of tighter credit conditions. The arrival of the 3008s helped keep Peugeot figures at 483 registrations for the month, on a par with this March and a 12.1 per cent



improvement on the dismal April of 2009. But it was not exciting enough for cheering.

However, Peugeot continues to lead the French sales recovery – Renault improved to 203 sales, up 10.3 per cent, while Citroën was 23.5 per cent down with 91 sales, according to industry statistician V-Facts. Peugeot's year-to-April figure of 1,788 is 7.5 per cent down on the first four months of 2009, while Renault at 665 is down 10.3 per cent and Citroën at 466 is down 15 per cent.

The newest Peugeot, the 308 CC, had one of its best months, with 44 sales, and was the only car model to show an improvement on previous 2010 figures. Since its release last May, 387 have gone on the road. The 407, now a temptation machine with its extra fruit and pricing for its runout year, remained steady with sales of 19 for the third successive month. It is starting to do better than its main French rival, the Citroën C5, which was down to 16 in April.

In addition, one 407 coupé was sold. The 207, with 73 sales, is back in recovery mode and had its second best result in the past nine months. The 207 dominated its segment – light cars over \$25,000 – but that small group has not recovered as well as the cheap light cars, which

are up 18 per cent year-to-date compared with the first four months of 2009.

The 207 CC found 23 buyers, up 18 from the previous April. The 308 with 238 units was down 9.8 per cent on the 264 the previous April, but those sales were better than four of the past seven months for the Lion's main volume model.

Another 32 4007s were registered, making 158 year-to-date. In April it was 14th of the 21 medium SUVs. Segment leader Toyota Prado shifted 1,488 units in the month and 5,913 year-to-date. The Partner had its best month this year with 19 buyers, while four drove away in Expert vans.

Peugeot Australian Sales 2010

Model	Jan	Feb	Mar	Apr	YTD
207	47	50	91	73	261
207 CC	13	22	30	23	88
308	254	233	250	238	975
308 CC	27	30	34	44	135
3008	-	-	-	30	30
407	15	19	19	19	72
407 coupé	0	3	1	1	5
4007	48	35	43	32	158
Partner	17	8	10	19	54
Expert	1	0	5	4	10
Month	422	400	483	483	1788
2009	526	463	513	431	1933

Through The Pugilist



Fire rips through US Pug farm

Peter Wilson

A spectacular fire in April destroyed the home of a retired Vermont college professor and sent a shockwave through the loyal, though declining, community of Peugeot owners in the United States – and a reaction of respect and camaraderie.

Tall, bearded 73-year-old Brian Holm had been for years running a business that bought and sold hard-to-find parts for Peugeots to customers in the US, Canada and Latin America.

He had hero status for advice he gave on fixing Pugs through the Peugeot-L email group. Most of his parts were inside his home on a tranquil four-hectare rural property near Plainfield.

Brian was gardening when he smelled smoke and saw it rising over his barn. The fire began in the garage and quickly spread to the house. The flames stopped him from attempting to rescue his computer with his treasured archives.

Firefighters came from seven neighbouring towns but could not save the building. Marshfield fire

chief Tim Maclay described the property to the local Marshfield Times Argus reporters as “kind of like a junkyard” and said the huge variety of materials inside and outside the house made for tricky firefighting.

Paint cans, propane, parts containing magnesium and a collection of service manuals and brochures that comprised more paper than most libraries fuelled the flames and produced a popping sound for two hours.

The burning building was flattened with a neighbour’s excavator to get the blaze under control and it did not spread to the barn or the trees on the property. Brian said he fell in love with Peugeots on a trip from the midwest to New York City in the 1960s and his hobby eventually became a business.

“The (auto) parts kind of overran the place when the kids grew up and my wife left,” Brian, who had been staying with a friend, told reporters. He spent the next day searching through the ashes and debris to try to find anything worth salvaging.

Nothing was insured – after an inspection some years ago insurers declined cover. Automobiles Peugeot quit selling cars in the US in 1991 after a series of blunders that have been trotted out in market textbooks. It continues with some parts support, but independent operators like Brian, through internet contact, help fill gaps in know how and supplies.

“Owning a Peugeot just got harder,” Robert Ruggerio, emailed when he learned of Brian’s fire. Other US Peugeot owners asked

how they could help while German Peugeot owner Jürgen Roterberg offered to supply Brian with any part numbers and cross references he needed.

Another US owner, Elana Millie, had been arranging to ship a truckload of new and used Peugeot parts from a Peugeot dealership that closed in Connecticut some years previously.

Elana declined payment “because the value of Brian’s time and advice over the years far exceeded the value of the parts” and now promised to send a second truckload.

Ed Weisberg, of Norfolk, Virginia offered Brian the microfiche, shop manuals and old computer left by “Peugeot Pete”, another revered US internet dispenser of Pug fixes. Others offered donations to Brian’s Paypal account or parts collections. But Brian declined donations and said any would be credited to the senders’ accounts.

He vowed to resume business – though with a reduced inventory. But first there is red tape to drive through. The town zoning officer said the trailer office Brian’s daughter had rented had a permit only on condition that his “junkyard operations” ceased in 90 days and “I have to contact a lawyer”, he said. He’s lost so much, but like a seasoned pugilist, he’s still got fight in him.

Through The Pugilist