

ROAR

Magazine of the Peugeot Association of Canberra



May 2010

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ON THE COVER

1905 model Peugeot motor bike seen at Wheels 2010 (Photo Neil Sperring). Most of the photos in this edition come from Neil's Wheels 2010 photograph collection.

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(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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Greetings all,

This week I completed a Senior First Aid Course which is a requirement of my job if I want to undertake fieldwork in remote places like New Guinea, where I plan to go for two weeks in July.

The first aid course, is a two day intensive course, with one day refresher every 2 or 3 years. It's easy to forget what you learn, because it's not something you use every day, or even every month, so regular updates are essential. However, we should all be prepared for a range of medical situations, whether they are bumps and bruises or life-threatening emergency situations.

A first aid kit in the car is a sound investment, so if you don't have one, particularly if you are going on a trip, I strongly advise that you purchase one, along with a first aid book. If you

do have one, check any items with use-by dates and replace with new ones if necessary. You may need to save a life one day!

Another handy item in the car is a pump for inflating tyres. I recently bought a small air-compressor that plugs into the cigarette lighter. It cost about \$30 and it worked once! Basically it's a piece of rubbish, and I will now buy an old fashioned, but reliable foot pump.

Although it's still about 10 months away, as I announced in last month's RoAR, the club has begun planning for the Peugeot Easter Pageant which will be held in Canberra in 2011.

A subcommittee comprising myself, Peter Rees, Colin Handley and John Bower has been formed and will meet regularly over the coming months to ensure a successful event.

As in 2006, when the pageant was last held in Canberra, we are negotiating to base the event at Eagle Hawk Holiday Park just over the border on the Federal Highway. If you would like to join the subcommittee, or simply have a good idea for pageant activities, please let me know.

Meanwhile, don't forget the annual Battle of Waterloo which will see French cars do battle with British cars on Sunday 20 June on Patrick White Lawns next to the National Library.

As usual there will be hot drinks, hot food and (hopefully) a hot French battalion, led by Napoleon, to defeat the enemy. There will also be prizes for best cars, as well as a raffle, and this year we will be presenting the inaugural BOW Trophy (a suitably mounted cannon) to the winning side.

Our next club meeting will be held on Tuesday 25 May at 8 pm at the Canberra Services Club in Manuka, with dinner and drinks from 7 pm.



Keep on Pugging,

Brad Pillans

Brad Pillans

2010 COMMITTEE

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CLASSIFIEDS

FOR SALE

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).



405

405 1991, 5-speed. White, grey trim. With books and Haynes Workshop Manual. Has done 260,000 kms. I have owned this car for the last 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. In the past twelve months, has 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.

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.



CLASSIFIEDS

FOR SALE

Vehicle

1999 PEUGEOT 306 GTI 6

Price

\$11,000*

Interior Colour

Black Suede/Leather

Kilometres

92,700

Colour

Blue

Transmission

6 speed Manual

Body

3 door 5 seat HATCHBACK

Drive type

Front

Reg Plate

YDO67H

Reg Expiry

JUL-2010

Road Worthy Certificate

N/A

Engine

4 cylinder Unleaded Multi-point injected 2.0L (1998cc)

4 Speaker Stereo	Engine Immobiliser
4 Wheel Disc Brakes	Fog Lamps - Front
Abs (Antilock Brakes)	Leather Steering Wheel
Adjustable Steering Column	Leather Trim
Air Cond. - Climate Control	Log Books
Airbags - Driver & Passenger (Dual)	Power Door Mirrors
Alloy Wheels	Power Steering
	Power Windows - Front Only
	Up Market Audio System MP3/ iPod compatible

 Central Locking - Remote/
Keyless

Contact Mike Garrett on 0411881567



CLASSIFIEDS

FOR SALE

504

Arctic white petrol sedan with fuel injection, tan upholstery and tinted windows. Manufactured in 1973. Vehicle has been a much loved family car (belonging to one family only), but mileage not certain as odometer has not functioned recently. Always well-maintained and serviced but now some problems. Bodywork is generally good but some minor rust spots and dents. New battery, tyres in good condition, and registered in the ACT until 16th July 2010. Now housed in rural NSW near Reids Flat (Boorowa – Cowra region). Needs an owner interested in restoring the vehicle. \$1,100 ono. Please contact Rosemary Hook on 02 63452273 (evenings).





CLUB EVENTS 2010

25 May

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

20 June

Sunday - Battle of Waterloo. Patrick White Lawns, adjacent to the National Library.

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

Calendar

Peugeot 5008 Named Car of The Year 2010

11 May 2010

Peugeot has won yet another accolade to add to its impressive awards list, winning the prestigious overall award for Car of the Year in the Diesel Car Magazine awards 2010.

Not content with winning Best MPV and Car of the Year for 2010, Peugeot also grabbed titles in two of the newest categories - Best Crossover with the Peugeot 3008, and stormed the Sports Car class with the stylish new Peugeot RCZ Sports Coupe.

More than 275 new cars have been put through their paces by Diesel Car's expert testers to choose the winners in ten categories, introducing three new categories - Best Crossover, Best Sports Car and Best Eco Car which recognises the best in the hybrid world of motoring. This year's awards are sponsored by Evolution Chips, one of the leaders in diesel tuning in the UK.

In revealing this year's winners, Ian Robertson, Editor of Diesel Car magazine said: "We have seen a lot of talented contenders this year, despite the turmoil the motor industry has faced. I am really pleased to announce Peugeot taking the top

spot with the spectacular 5008 winning Diesel Car - Car of the Year 2010. It truly is the right car for the right times, with competitive pricing, generous equipment levels and a good all-round driving experience, wrapped up in a package

that seats seven; what more could a family buyer want from a car!"

Courtesy Carpages



PSA to build third factory

7 May 2010

PSA Peugeot said it remains committed to building a third China plant as it speeds up expansion in what has become the world's largest car market.

PSA already has two facilities in China with partner Dongfeng Motor Group and aims to sell up to 400,000 cars there this year, close to its annual capacity of 450,000 units. The company plans to sell 2m vehicles annually by 2020, raising its market share in China from 3.5% to 10%.

The French car-maker and its Chinese partner are said to be discussing the details of a new facility. The joint venture sold 120,300 cars in the first four months of this year, up 63% on 2009.

Earlier this week, PSA reached an initial agreement to set up a separate 50-50 vehicle manufacturing venture

with China Changan Automotive Group, the parent of Chongqing Changan Automobile.

Financial details of the venture, which will make light commercial vehicles and passenger cars, have yet to be decided. One option is to use Changan subsidiary Harbin Hafei Automobile Industry Group's existing facility in the southern boom town of Shenzhen.

Courtesy of the just-auto.com editorial team



Chang'an Automobile, PSA, plan new auto joint venture

6 May 2010

China Chang'an Automobile Group and PSA Peugeot Citroën have signed a letter of intent to create a 50/50 automotive joint venture in China.

The JV will produce "environmentally friendly" light commercial vehicles and passenger cars, PSA said in a statement on Thursday.

"The new JV will complement both parties' existing JVs in China, without direct competition," PSA added.

"This JV will be established in full compliance with the relevant laws and regulations in China. Both parties are currently discussing the details of the project."

PSA has a JV with Dongfeng - Dongfeng Peugeot Citroën Automobile.

Chang'an Automobile Group is based in Chongqing and is China's fourth largest automaker. Subsidiary Chongqing Changan Automobile Company is listed on the Shenzhen Stock Exchange.

It has technology sharing and vehicle assembly joint ventures with Suzuki Motor, Ford and Mazda and its Jiangxi Jiangling venture with Jiangling Motors produces the Landwind SUV which is also exported.

Courtesy of the just-auto.com editorial team

Peugeot RCZ scores a class win at Nurburgring

Anthony Crawford 18 May 2010

Peugeot's new Sports car the RCZ has just gone on sale in the UK and they could not have asked for a better PR campaign than a class win at this month's Nurburgring 24 Hours race.

It was a brilliant result for the two RCZ diesel entries, which placed first and second in the D1T category for diesel cars between 1700 and 2000 cc.

Powered by Peugeot's 2.0 litre HDi FAP engine producing 200 bhp (149 kW), both cars were virtually standard production spec with the

exception of a few key racing and safety parts from Peugeot Sport.

In recognition of the company's 200-year anniversary, the cars run under the numbers 200 and 201 and were driven by an all-French and German team.

By the end of the race, it was the German team in car 201 that scored the class win and 50th outright, while the 200 car placed

third in class and 82nd overall.

Peugeot expects the RCZ to go on sale in Australia in August this year.

Courtesy Car Advice



Supplier rescues Peugeot RCZ production

Tony Lewis | 13 May 2010

When the German supplier of the distinctive, swooping aluminium pillars on Peugeot's RCZ sports coupé went into administration last year, Peugeot found a replacement in the UK.

Gloucester-based Sapa Components, part of the Swedish Sapa Group, stepped in and developed in less than six months what would normally have taken 24 months.

"It was touch and go and came when we had been badly hit by the downturn in the car industry last year," said Sapa Press-weld anodising manager Richard Shaw.

"We had to ship in staff from other Sapa sites across Europe to help out until we could recruit local staff."

Sapa, which has been in Gloucester for over 40 years, has now recruited an extra 40 staff taking the workforce to 140 and is producing 100 pairs of pillars a day.

It's the biggest single automotive component made by the company that also supplies Bentley, Aston Martin, Jaguar and Land Rover in the UK.

"About 80% of our business is automotive and this order – our first with Peugeot – accounts for about 20% of that," said Shaw.

The parts are shipped by rail twice a

week to the Magna Steyr factory in Graz, Austria, which is ramping up to build 17,000 RCZs a year for Peugeot.

Sapa, a specialist in aluminium extrusion, also supplies the white goods [home appliances] industry.

The RCZ is the first of what Peugeot is calling its Hors Serie – a distinctive range of cars that will be based on existing platforms; the RCZ sits on Peugeot's Platform 2 that also underpins the 308. The cars will be distinguished by not having Peugeot's traditional '0' as part of their name.

These new models are among a number of product plans that Peugeot hopes will lift it from the world's 10th largest carmaker to seventh.

These plans include developing market-specific models such as the 408, designed and built in China for that market, and the Hoggar, the locally-developed, Brazilian-built pick-up truck primarily for domestic sales and export to neighbouring Latin American countries.

Courtesy Just-Auto



Strong Sardinia result vital, says Nagle

18 May 2010

Kris Meeke's co-driver Paul Nagle says a hefty haul of points on Rally d'Italia-Sardegna next month is vital if they are to keep their Intercontinental Rally Challenge title defence on track. The Peugeot UK pair trail Škoda Motorsport's Juho Hänninen and Mikko Markkula by 17 points after a mixed start to the 2010 IRC season.

Although they won the second round in Brazil, non-scores in Monte Carlo and Argentina and a puncture while leading Rally Islas Canarias last month, have hit their hopes of a second crown.

"Sardinia will probably be the biggest field of the year so far," said Irishman Nagle. "We'll be doing a gravel test sometime in the next two weeks and we've simply got to get everything right ahead of Sardinia because we need a big, big result. It's vital."

Whatever the outcome for Meeke and Nagle in Sardinia, they can be assured of a huge following after Eurosport confirmed it would show four stages of the gravel event live.

The rally, based in Olbia, runs

from 4-6 June and joins the IRC for the first time this year.

Courtesy Madeinmotorsport.com



Kris Meeke and Paul Nagle



Peugeot could downsize with 108

Barry Park 3 May 2010

A diminutive European hatchback is on Peugeot Australia's wish list as buyers continue a trend to smaller vehicles.

Peugeot could soon add a whole new set of numbers to the Australian market, revealing it is in talks to introduce the diminutive 108 hatchback to Australia.

The move is indicative of a trend towards smaller vehicles, which has seen small car sales surge and manufacturers consider ever-smaller hatchbacks once confined to the cramped streets of Europe and Asia.

The new version of the small Peugeot city car could be on Australian roads as early as 2011 according to Peugeot Australia's marketing manager Richard Grant.

The 108, which will replace the outgoing 107

hatchback sold in Europe, is part of a wider push by the company to dominate the small-car market worldwide.

It would compete in a segment that already has a number of micro-cars that take advantage of their small size and limited engine capacity to significantly cut fuel use.

Grant said Peugeot Australia was keen to get the 108, as it would give the brand a smaller, cheaper car it could sell underneath the 207.

"The 207 starts from about \$22,000 and we want to have something under

that," Mr Grant said. "We think the 108 is still a niche car, but we're a niche player. "It's not like there's massive volume (for the 108), but there is sufficient potential for a brand like ourselves to consider it."

Peugeot Australia should have an answer on the 108 by the end of this year, with the first showroom version of the premium compact hatchback potentially arriving within 12 months.

Grant said pricing would probably start from about \$18,000 for the car, placing it at a big premium over lower-priced starters including the Toyota Yaris and Suzuki Alto.

However, one factor Peugeot Australia can't control is the 108's anticipated popularity in its home market, which could bring a premature end to its export potential even before talks of bringing the car to Australia start.

Grant said although he was hopeful the 108 could make an appearance here, early signs were not looking too favourable. "I think it's a bit of a long shot simply because there's the chance the car will have all been gobbled up by Europe," he said. "If that happens, then we won't get any cars. We've got our fingers crossed."

Until then, the 207 will remain as Peugeot's smallest car currently sold in Australia. It is due for re-



placement around 2012 and early signs are that the new model will be a radical departure from the current formula.

A Peugeot spokesman who said he had seen the new 208 - due in about two years' time - told Drive that the new model looked much like a shrunk-down Concept Peugeot SR1, a compact three-seat hatchback unveiled by the car maker in January this year.

The concept also makes use of Peugeot's Hybrid4 system that mates

a 160kW 1.6-litre petrol engine powering the front wheels to a 70kW electric motor that powers the rear wheels, giving all-wheel drive traction. Hybrid4 has already been confirmed for the RCZ sports coupe and the 3008 soft-roader. The SR1 also features all-wheel steering, which no one at Peugeot could confirm would make it into production version of the 208.

Courtesy the Sydney Morning Herald



Conjecture over future BMW and PSA cooperation

Barry Park 3 May 2010

BMW AG is not planning to extend its joint projects with PSA Peugeot Citroën beyond the current engine partnership, according to a report from Germany's Auto Motor und Sport magazine, quoted by the Automotive News Europe.

"A further cooperation in the area of other components, let alone platforms, is not planned," BMW's head of research and development, Klaus Draeger, told the German car magazine in an interview this month.

However, a spokesman for BMW said the quote in Auto Motor und Sport is "misleading," saying that nothing has changed since early February, when BMW CEO Norbert Reithofer said the two companies would "look into options for further collaboration," citing the possibility of joint development, production and procurement at a systems and component level.

The CEO's comment followed an announcement that the two carmakers would extend their engine cooperation, reaching an agreement to jointly develop a next generation of four-cylinder gasoline engines that will meet the upcoming Euro 6 emission requirements.

BMW and PSA Peugeot Citroën have built together more than 1.3 million engines since 2006, which is when they initially agreed to make a family of 1.4 and 1.6-litre units that are used in Mini, Peugeot and Citroën cars.

Draeger also said in the interview that Daimler AG's Mercedes-Benz unit and BMW continue to purchase a double-digit number of components jointly, but aimed to expand this by identifying further parts they could buy together to gain economies of scale.

BMW and PSA Peugeot Citroën currently build together two petrol engines: a 1.4-litre with 90 or 95 horsepower and a 1.6-litre developing 120 horsepower in naturally-aspirated guise and 150/175 horsepower in turbocharged form.

407 now on the home straight

Peter Wilson

The last batch of Australian spec Peugeot 407s was built in France last month.

The big, long-nosed Pug proved to be a winner, achieving spectacular sales in its first four years. Now in the home straight, it will be in runout mode over the rest of the year.

The decks will then be clear and there will not be a big Pug available until its successor, the Peugeot 508, arrives in the second half of 2011.

The 508, heralding a change of grille face for Peugeots, was shown in concept form at the Geneva motor show in February.

Introduced in September 2004, the 407 took Australian big Pug sales into monthly triple figures for the first time, thanks to its top safety features and the amazing torque and economy of the HDi engines.



The HDi quickly became the most popular power choice and eventually last year became the only one available.

Some Sydney club members got a confidential preview of the model at the photo session for the Toy Cars global launch at member John Baker's home at Asquith.

"The 407 is an old model now," Peugeot Automobiles Australia marketing manager Richard Grant said. "The market now loses interest in models that are five or six years old."

The figures tell the story. The 407 sold 424 units in the last three months of 2004, 1,659 in 2005, 1,293 in 2006, 1,242 in 2007, 601 in 2008, 421 in 2009 and 53 to March this year.

That is an impressive 5,693 units to date – most of them particulate filter equipped HDi models.

The best

month saw 201 units sold in July 2007. Special offers lured 92 buyers in January 2008 and 73 last June.

The better equipped coupé, introduced in March 2006, sold 162 units in 2006, 164 in 2007, 64 in 2008, 35 in 2009 and dropped to four in the past three months. A total of 425.

There were 19 sales in March, the same as in February, so it still appeals.

Richard pointed out that the present special offer of a 407 ST HDi auto sedan with leather, bluetooth, USB and a factory sunroof was a terrific package for \$49,999 driveaway.

Meanwhile, the interest in the Peugeot 207 Touring Outdoor version took the distributor by surprise. Launched in November, it sold so well that Australian stocks ran out in February.

New supplies are not due until next month. The 207 result has improved, with sales up to 91 in March, compared with 50 in February and 114 the previous March.

Sales of the 308 improved to 250 in March, the 34 figure for the 308 CC was the best this year and the 207 CC result of 30 was the best in 12 months.

Peugeot's sales total for March of 483 showed a gradual improve-

ment of its market position after the lows of 422 in January and 400 in February.

However, its year-to-date of 1,305 units is 13.1 per cent down on last year, compared to the market being 18.2 per cent up.

"We're not where we would like to be, but we are optimistic," Richard said, acknowledging that the arrival of the 3008 SUV would give Peugeot's position a lift.

The other French brands are still battling. Renault had a better March than last year and its 462 sales this year are down 17.1 per cent. Citroën's 375 to date is down 12.6 per cent.

Alfa Romeo is making a comeback with sales of 268 this year, up 44 per cent. Heavy factory subsidies keep the German brands performing solidly. Volkswagen is overtaking some Japanese marques with its first quarter



8,369 being up 18 per cent, while Audi at 3,710 is up 35.7 per cent and BMW at 4,316 is up 16.3 per cent.

Market leader Toyota, with a first quarter of 51,684 units, is up 16.6 per cent on last year, Holden with 33,476 is up 48 per cent and Ford with 21,970 is up 47 per cent. The big winner is Hyundai with 12,759, up 66.3 per cent.

Peugeot's commercial models are moving slowly. The importer does not have the size to sell the Expert into fleets as competitively as the big van movers and five sold in March.

Ten Partners sold in March, making 25 for the quarter. While its main appeal has been to small businesses seeking more style and comfort in a van than in rivals, the encouraging news is that the Partner has been approved for the Queensland official tender list.

Year Sales for the 407

2004	424
2005	1659
2006	1455
2007	1466
2008	665
2009	466
2010	57

Through the Pugilist

Peugeot Association of Canberra Minutes of General Meeting 8 pm 27 April 2010 Canberra Services Club Manuka ACT

Persons present

Brad Pillans (Chair)
Neil Sperring
Ross Stephens
John Bower
Bill McNamee
Daniel Fowler
Colin Handley
Ian Brock
Chris Reed
Rick Phillips (Minutes)

Apologies

Glen Bryden

Inwards correspondence

There was no inwards correspondence.

Financial position

As the Treasurer was not at the meeting, there was no Financial Report.

Business cards

Neil presented the completed business cards. The cards are to be made available to Committee Members and selected other members for distribution. Brad will also provide the cards to Melrose Peugeot including stand.

Brad thanked Neil for a job well done.

Council of ACT Motor Clubs

Ross reported on the outcomes of the last meeting.

The law will require that child restraint anchorage points be fitted in vintage, veteran and historic cars where a child is carried. This law comes into effect in 12 months.

Discussions are continuing about membership fees for clubs.

A 90 day special interest vehicle permit is still under consideration.

Battle of Waterloo

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

The PAC has been asked to run the BBQ. Rick has run the BBQ previously but as Rick will be away, Brad and Rick will discuss arrangements.

Easter Pageant 2011

Brad said that the Easter Pageant Sub-committee consists of Brad, Colin and Peter Rees. Brad called

on anyone else who may be interested. John agreed provided the sub-committee took full carriage and everything is not left to one individual.

Colin reported that Eagle Hawk has offered five cottages but they may not be suitable. Brad, Neil and Colin are to discuss requirements further with Eagle Hawk.

Use of the Sutton Drive Training Centre will be considered.

General Business

Colin said he is interested to know if anyone is aware of a publication called "Canberra Car Torque" and whether it is a possible place to advertise.



A top hose

Con Engel

Who would have thought that almost three decades after the 604 disappeared from the Australian market, a local manufacturer would still be making a top radiator hose for this imported model?

Recently, while looking through a Mackay's hose catalogue at Supercheap Auto, I spotted what appeared to be the correct top radiator hose for 604s. A quick phone call by

one of the staff confirmed availability.

Two days later the hose arrived and is a perfect fit: The rubber even smelt "new". The Mackay part number is CH1894 (Peugeot part is: 1343.40) and is for 604s from VIN 6,564,002. Price is around the \$30 mark.

Their catalogue also lists a bottom hose (part CH2328 – 1350.44) but not having bought one, I cannot comment on it. Radiator hoses for other Peugeot models are also listed.

Mackay is a Victorian based manufacturer of rubber products and have a web site from which catalogues of their products can be downloaded.

Who knows what other obscure replace-

ment parts suitable for older Peugeots, one could come across, in their other "logues". Visit their website to have a look for your own obscure and imported models. <http://mackayrubber.com.au/>.

Through Peugeotmania



When speed is the key to everything

Peter Wilson

Another spare ignition key would have saved a lot of trouble. I began using my spare after losing my everyday ignition key, but didn't get a back-up one.

My spare was nowhere to be found when I realised my Peugeot 405 SRDT had been parked for two days in an inner-city forbidden zone – a two-hour spot – and had to be moved urgently.

To get a replacement meant buying a key blank from a Peugeot dealer and giving my car's VIN number so that the code for cutting the key could be obtained from Peugeot Automotive Australia and passed on to a locksmith.

I rang Trivett Alexandria, where Eddie in spares said he had a blank, but it was too late in the afternoon to get anything done.

The NRMA had suggested a patrol call – to open the car if not to start it – to provide a paper trail if a submission had to be made over a parking ticket.

Although it seemed a waste of a resource, I made the call. I missed a patrolman and he left a note on the windscreen.

A second guy opened the car – not much point without a key – and then I locked

it again.

In the morning, I saw the 405 had been chalked at 8.08 am and the race was on – see dealer, give VIN, see locksmith, await code, await key and get back to the 405. It was a pretty good key – I had it in my hand and without thinking used it to open my 505 SRDT. Yes, it worked.

Whew, at 10.30, I was back at the 405 just in time. I reached the car, new key in hand, just as a ranger, fine computer in hand, walked up to it. I was delighted and told him about my rush to beat him.

He laughed and said he wouldn't have booked the car. He had spotted the NRMA note and knew it would save the owner from a fine. Some years ago, I passed on some advice from Lewin Partridge in the Queensland club magazine.

“When buying a new or secondhand car, make a copy of the keys and put them away carefully after testing them first,” he suggested. “These copies won't wear in your undies drawer or wherever you hide keys. In the event that your usual set of keys wears to the point where operating the locks becomes difficult, make a copy of

your spare set and use the copies.

“The copies will not be worn. A little graphite powder or silicone spray does wonders for locks. Do not use WD40, RP7 or CRC 5.56 as these are oil-based and as such will attract dust to the inside of the locks' fine working bits and may cause a problem.”

This saved me once when I couldn't start my Peugeot 604 and suspicion fell on the inhibitor switch and ignition lock. The spare key worked, so the problem was actually a worn ignition key.

Through the Pugilist



Ulverstone and the Peugeot Pageant

Wal Glading

Tasmania a state of addiction, so it seems for many of us who returned for another well run Peugeot Pageant.

There were 48 participants attending the pageant, some of us extended the our time before and after the pageant so we could see more of this fascinating Island.

Soon after driving off the Spirit of Tasmania one realises this island state is not of this century.

Smiling helpful people, uncluttered scenery, miles and miles of natural forests, breath-taking rivers and lakes and pristine beaches, hallelujah for all of that!

For Pat & I Tasmania is a breath of fresh air taken at a slower intake.

We had driven down from our Southern Highlands home for the evening ferry crossing and arrived in Devonport to a glorious brisk sunny day.

This entry was en-

hanced by an early coffee at McCafe's, then enriched with a drive up to Braddon's lookout overlooking Devonport and the hinterland.

We then headed off to our three night stay at Waratah. The drive to Waratah and from there to Ulverstone for the pageant meet up was just what the Peugeot 207 HDi needed. It began to purr delightfully as it vigorously acquainted itself with the fabulous driver's roads this island has to offer.

The pageant got off to a great buffet seafood dinner at the Surf Club Ulverstone.

Quote of the night came about by a misunderstanding. He to Her – "When did you come across?" Her husband's response-



"About 1972". Which just goes to prove Victorians think differently from the rest of us.

Saturday was another sunny day so the Show and Shine event started well. As one of the judges I found there were a large variance in members car's conditions.

Of particular note was the ex-Gordon Miller 404 cabriolet of Allan Horsely, which deservedly won the best presented car of the pageant.

I was a little saddened to note some entries had made almost no effort in presenting their Peugeots.

Sunday had us enjoying a few of the roads used by the Targa Tasmania. This scenic drive culminated in a picnic lunch stop at Leven Canyon where we were again overwhelmed with a huge variety of sandwich wraps.

Sunday night's presentation dinner went off stylishly, with outstanding, well presented courses at the Beachway motel restaurant.

The official presentation saw Victoria victorious with Tasmania a well deserved 2nd and NSW an ignominious 3rd.

Monday morning's breakfast ended a truly enjoyable pageant. A big thanks to the fabulous few from the All French Car Club who managed and participated in this weather-perfect pageant.

Through the Pugilist