

ROAR

Magazine of the Peugeot Association of Canberra



PAC AGM 8pm 26 October Canberra Services Club, Manuka

October 2010

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ON THE COVER

The 1920 Peugeot 3 litre at the Pebble Beach Concours d'Elegance. www.supercars.net

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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Greetings all,

Spring has sprung, so it must be AGM time again. Indeed, the Club Annual General Meeting will be held at 8pm on Tuesday 26 October at the Canberra Services Club in Manuka. Dinner will be from 7pm, as usual. I encourage all club members to attend both the dinner and the AGM. If you haven't been to a club meeting for a while, then take the opportunity to come along and catch up with old friends.

"All good things must come to an end", or so the saying goes. After 10 years of excellent, reliable service my much-loved black 1985 505 GTI Executive has been retired from active service. With only 380,000 km on the clock, the motor was still in good nick, but the 3 speed auto gearbox was starting to slip. Neville Summerill, the

new owner, has put the car in storage while he decides what to do with yet another 505.

When I bought the 505, it had been sitting in someone's back yard for several months with a broken cam belt (and badly bent valves). Bill did the head and I replaced a couple of tyres and it went straight through rego. Buying a 15 year old car with nearly 220,000 km on the clock seemed like lunacy to a non-Peugeot friend of mine (he had a tasteless Commodore) and he said so in no uncertain terms. However, when he finally got a ride in it, a couple of years later, he had to admit that it "wasn't too bad".

Two sons learned to drive in the 505 and both enjoyed the interested looks they got when it was on the road. With a lion on the front grille, it was easily mistaken for a late model Torana (shudder! Ed.) at first glance and the combination of black colour, sun roof, alloy wheels and understated rear spoiler definitely made it a boy's car.

Recently, Sue and I drove down to Melbourne, not in our 407, which is our normal touring car, but in a 307 HDi Touring wagon (6 speed manual) recently acquired by another member of the extended family. The wagon was needed to transport a wine fridge, which would not have fitted in the 407.

I had test-driven a 307 Touring wagon a couple of years ago, but had never driven one any distance. While not as comfortable as the 407, it was comfortable enough, and the miles passed easily as we cruised down



the Hume Highway. However, to tell the truth, I reckon six gears is one too many, and I would have been just as happy with five.

Keep on Pugging,

Brad Pillans

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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

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.

CLUB EVENTS 2010

26 October

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

6 November

Club French Car Day, 3 to 7.00pm. The event will be held in association with the Telopea Park High School Fete, a French speaking school, located at New South Wales Crescent, Barton. Contact: Barry McAdie, President, Renault Owners Club of Canberra or Lisa Molvig, Social Secretary, phone: Barry (02/62584937, Mobile: 0415 907 614)Lisa (02/ 6254 2040, Mobile: 0412 011 927) email: Barry (bardot@homemail.com.au) Lisa (reno1338@hotmail.com)

21 November

8th annual 'Marques in the Park', John Knight Park, 10 am to 3 pm. John Knight Park is on Aikman Drive Belconnen, A.C.T.

23 November

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

2011 Peugeot Pageant

The Peugeot Association of Canberra Incorporated extends a warm welcome to those Peugeot enthusiasts attending the Easter Pageant in Canberra from 22 to 25 April 2011.

The Pageant Sub-committee, comprising Peter Rees, Colin Handley, John Bower and Brad Pillans, is well underway with planning the event, which will again be based at Eaglehawk Holiday Park (www.eaglehawkpark.com.au), where there is a range of accommodation options to suit any budget.

It is situated on the eastern side of the Federal Highway on the NSW/ACT Border approximately 10 km north of Canberra. A United Service Station, Rydges Resort and a Hotel are also located on Eagle Hawk Hill, all of which is accessible by the dual lane Federal Highway and an over-pass.

Accommodation provided will range from deluxe villas, cottages, cabins, and caravan sites to camping

accommodation.

Everyone will need to make their own bookings with Eaglehawk Holiday Park (02 6241 6411). The minimum accommodation booking at that time of year is three nights (the length of the Pageant), with a deposit of one night being required at the time of your booking.

Please quote Reservation No. 68311 when making your booking as this ensure you are allocated one of the reserved Pageant places.

Eaglehawk Holiday Park is also offering a competitive catering package.

The Pageant program will include a concourse d'elegance at one of Canberra's leading wineries, Mt Majura Vineyard (Saturday morning), driving skills events (Saturday afternoon), novelty trial and day run to Braidwood (Sunday) and formal dinner (Sunday night).

Mt Majura vineyard produces some truly wonderful wines, including cool climate riesling, chardonnay, shiraz and its much-acclaimed tempranillo. The cellar door will be open during the concourse

for those interested in sampling some great wine.

The weather will most likely be quite cool at night, but at this time of the year it can also be cool during the day.

On Monday morning a little sleep-in followed by a hot breakfast is planned before visitors depart.

Another option would be to attend the ANZAC Day Dawn Service, or the mid-morning Veterans March at the Australian War Memorial.

Other attractions in Canberra over Easter will include the National Folk Festival, and exhibitions at the newly-extended National Gallery of Australia and the stunning new National Portrait Gallery.

More details will follow in coming weeks.

8th Annual
**MARQUES
 in the
 PARK**

Free event
 COUNCIL OF A.C.T. MOTOR CLUBS
 INCORPORATED 1965
www.actmotorclubs.org.au

**21 November
 2010**

**John Knight Park
 Belconnen, A.C.T.**

Motoring Enthusiasts Picnic Day
 10.00 am - 3.00 pm - Kick back and relax

Council of ACT Motor Clubs, Spring Time Motoring Event

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EVENT ORGANISER

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Contact: Bruce Perry - Ph: 02 6254 5059 - marques@actmotorclubs.org.au

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

Funny name does the trick

Peter Wilson

It was a marketing gamble that paid a good dividend when Peugeot gave its most underrated model the name of a Madrid betting outfit – in August it became its best seller.

For the first time, the Peugeot 207 outsold the Peugeot 308 in Australia and achieved a splendium Sportium triumphum. Although it's a volume seller in Europe, where it tops the B2 segment, the 207 has not matched the success here of its compact predecessor, the 206.

Sales peaked at 258 in December 2007 a few months after its release, but slipped back to a monthly average of 135 in 2008 and 71 in 2009, with a low of 39 last September. Things picked up a bit after the facelift model arrived last December with improvements and additional features, and after the model became safer and greener in June with six airbags, the smart electronic stability program and the cleaner Euro 5 engines. All that at a lower price and still sales remained in double figures.

"It's a terrific little car at a good price but it's not selling as it should," a Peugeot

Automobiles Australia executive told The Pugilist a few months ago. Again and again, the advertising of a special offer package has given sales figures of the Peugeot 308 a good nudge. This time it was the 207's turn for the treatment plus.

The package included extra goodies, the new name, a description as a limited special edition and, in Sydney, now Peugeot's biggest

207 'Sportium' special edition
from \$23,990 driveaway



market, it was promoted with hard-to-miss half-page ads on the front of the Herald Saturday Drive section. The results showed that beating the drum about its sharp value worked. According to official industry statistics, 134 207s were registered in August.

Where did the name come from? It seems

to hint more of Latin than French. It's a puzzle, but France has some quirky names (e.g., the best champagne is Krug, which doesn't sound French). Why not something like the English sportive? Did someone pose and answer the question, "Is it sporty? ... um ... er, it's very economical."

Peugeot spokesman Kirin Tipping – who was also aware of the Spanish betting shop – explained: "It's a French name. Peugeot is using Sportium as a special edition in France, all over Europe and around the globe."

And the limit? It should be available until October. The 308 – also boasting better equipment and smarter pricing – started the year on a brighter note than the final quarter of 2009. After an improved May of 333 and a record June of 428, it slowed in July to 204 and slumped in August to 116, its worst month since the arrival of the demo fleet in December 2007 and January 2008.

With stiffer competition, including a new Golf, the year-to-date of 2,056 for the model was 15 per cent down on the same period last year. It's time for another flutter. Careful punters know that it can pay to back stablemates in the daily double, particularly if one is a previous winner. So the 308 gets the Sportium treatment.

The special edition drives away for

\$31,490 for the hatch and \$34,490 for the Touring, with a choice of 1.6-litre HDi or petrol engines. Peugeot's other recent success is the 3008. Now in its fifth month, the 3008 continued its climb and a total of 66 found new owners in August, making it the importer's No. 3 seller for August. If it continues this momentum – or would it be this momentum? – the model will give the importer the boost to its figures that the 407 gave until a couple of years ago.

Another two years down the track, it will have a diesel and electric hybrid version available. Sales of the 407 picked up from eight in July to 12 plus a coupé in August. Another 13 examples of the new star, the RCZ, were registered – 11 in NSW, one on Victorian plates and one on Queensland plates – and with launches for press and dealers completed, private sales should show up next month.

The example that Nicolas Peters reported last month sighting at speed on

the M7 appears to have been a ring-in – the prized Pug of an overseas visitor. An English engineer who came here on a job couldn't bear to be without his RCZ that he bought last December or his collection of bikes and had them shipped here in a container. The RCZ has come in on a carnet – a motoring passport – and sports its UK plates. The first Peugeot HQ heard of it was after the owner turned up at Trivett Alexandria where the technicians have only just completed their RCZ training.

While national SUV sales in August were healthy, the 4007 had its quietest month this year at 22 sales, almost half the average of

43 for the months to July. With sales for the year to August of 328, the 4007 has become Peugeot's third strongest model. The total included a sale to a young family in my neighbourhood; they liked the idea of a European SUV (she has a Golf), are thrilled at their first Peugeot and remarked on sighting my 405 that they must give good service for a long time.

It was also a quiet month for the flip-tops. Another 22 308 CCs and 16 207 CCs left the showrooms. Commercial sales were slow – another five Experts and 13 Partners.

The Federal Chamber of Automotive Industries said the federal election did not distract vehicle buyers in August. However, the 420 votes for new Peugeots, despite all the green engine preferences, were down on the 449 of July but improved on the 412 of August last year. The 2010 monthly average is 480.

Through The Pugilist



Brakes on 206 output in Europe

Peter Wilson

Production of the Peugeot 206 will cease in Europe – after 13 years – at the end of next year, according to company sources quoted by Autocar. EU legislation will finally kill off the car that topped sales charts year after year, but it is likely to continue to be made in South America, China and Iran.

The 206 was first introduced in 1998 as a late replacement for the 205 which the company had initially tried to avoid refreshing as it had hoped the 106 and 306 models would fill the market sufficiently. The chic 206 with its head-turning looks offered great value and went on to become Peugeot's best selling car, surpassing five million units in 2005 before its replacement – the 207 – was introduced in 2006.

It remained on sale in many markets as a low-cost alternative.

It has had a longer production cycle than the classic 203, which was made from October 1949 until February 1960. The only other Peugeot to sell as many was the 205, though this took considerably longer than the eight years the 206 took to achieve that landmark.



The vehicle was originally launched as a hatchback, but in 2001 it received an additional body type – the 206 CC, a coupe cabriolet with a fold-away hardtop. In 2002, Peugeot previewed the 206 SW at the Sydney Motor Show and planned to release it locally in 2003, but later pulled the plug on local sale.

In 2005 a four-door sedan version became available in some emerging markets. It had a range of petrol and diesel engines plus a hot hatch GTi version. The 206 was launched in Australia in 1999 and would have continued to have sold beside the 207 had not Peugeot closed the UK factory and ended right hand drive production.

The last hatches sold in August 2007, but the French-built CC continued until early 2008. As of April 2010 total production of 206 models (including the 206+) topped 6.8 million units.

Through The Pugilist

Mark back in expanded role

Peter Wilson

An old comrade of the Peugeot car clubs, Mark Fowler, has taken up a new role at Peugeot Automobiles Australia as national customer services and fixed operations manager.

This new role is part of a re-structure at the importer's Homebush headquarters since the departure of Nick Allan as national after sales manager.

This role has been expanded to include heading up a customer relations management team and a new "in-house" call centre as well as the all important parts, service, warranty, technical and fixed operations marketing areas of the business.

"There is a bit more to it now and a very different outlook on the back end of the business," he told The Pugilist, explaining that there would be various developments in the future that would be of interest to all Peugeot customers and of course, members of the car clubs.

A current promotion is the 200-year anniversary offer to own-

ers of older Peugeots to have a minor service and safety check performed for \$200 at participating dealerships.

Mark took over as national sales manager late in 2008 and immediately encountered the challenge of the global financial crisis.

"Although 2009 was a tough year, Peugeot were not hit as hard as the other French brands and are steadily increasing our sales efforts as 2011 rolls around," he said.

Mark described the sales role as a great learning opportunity and an integral part of the business, but said that he had only intended to be in that role long enough to establish credibility in a national sales capacity in order to add value to other crucial areas of the Peugeot business in Australia.

Peugeot Australia is advertising for a new national sales manager.



Peugeot unveils 200th Anniversary RCZ in Sydney

15 October 2010
Terry Martin

Peugeot used the opening of the Australian International Motor Show to highlight the historic French marque's 200th anniversary and to reveal a sporty special-edition RCZ coupe to commemorate the milestone. Priced from \$62,990 (plus on-road costs), the RCZ 200th Anniversary model is positioned \$8,000 upstream of the flagship 2.0L HDi M turbo-diesel model upon which it is based, but adds a number of performance-flavoured features.

These include a stylised front grille, 19-inch Sportilege matt-black alloy wheels, carbon-fibre exterior mirror casings, carbon-fibre roof (in a gloss finish), painted brake callipers, premium metallic paint, 200th Anniversary insignia and a certificate of authenticity.

Peugeot also throws in a set of specific RCZ carbon-fibre luggage.

Launched in Australia last month, the striking new 2+2 RCZ range includes a choice of two 1.6-litre turbo-charged petrol engines and a 2.0-litre HDi turbo-diesel.

The diesel produces 120kW at

3,750rpm and 340Nm from 2,000-3,000rpm. Paired with a six-speed manual gearbox – the sole transmission choice for the diesel – it offers 0-100 km/h acceleration in 8.2 seconds and combined average fuel economy of 5.3L/100km.

Peugeot Automobiles Australia general manager Ken Thomas and Automobiles Peugeot director of marketing and communication Marc Bocque presented the special-edition RCZ in Sydney, along with the awesome 2009 Le Mans-winning twin-turbocharged V12 diesel 908 HDi FAP racecar.

"The endurance achievements made by this vehicle represent the future for Peugeot HDi technology," Mr Thomas said.

"With every lap, with every kilometre, we learn more about the way our engines perform. This is translated into innovative technology – which you see on Peugeots today."



The 3008 used in the 8,500km around-Australia Redex Tribute in July, which was also held to celebrate Peugeot's 200th anniversary (as well as to mark the company's victory in the 1953 Redex Trial), was also shown in Sydney.

Mr Bocque later gave a presentation to media, outlining Peugeot's plans to develop and bring to market 14 new models worldwide between 2010 and 2012, and to move from tenth to seventh in the global ranking of car brands over that period.

Key technologies the company will rely on include micro hybrids (with idle-stop and regenerative braking technology), full hybrids (including plug-in) and electric vehicles.

While there is doubt over whether Peugeot will launch its rebadged version of the Mitsubishi i-MiEV EV in Australia – the iOn – following its European launch before the end of this year, the company is planning to introduce its e-HDi micro hybrid technology in Australia – with the 508 medium-sized sedan, due to be launched at the Melbourne motor show in July next year, the key vehicle highlighted by Mr Bocque – as well as full hybrid technology.

Peugeot confirmed that a diesel-electric hybrid version of the 3008 will become the brand's first hybrid model in Australia in 2012.

From goauto.com.au

Peugeot upgrades its sales forecast

By John Reed in London
October 20 2010

Carmaker PSA Peugeot Citroën upgraded its 2010 earnings forecast, saying it expected strong market growth in China and Latin America this year and a smaller than expected drop in Europe.

The French producer, Europe's second-largest carmaker, after Volkswagen, announced on Wednesday that it expected to break even in the second half of this year, and should report recurring operating income for the year exceeding €1.5bn (\$2.1bn). In July this year the company said it only aimed to reach the €1.5bn target.

Peugeot reported third-quarter group sales of €13bn, 10.3 per cent higher than a year ago. It said that revenues in its core automotive division were €9.5bn, a 2.3 per cent rise on the third quarter of 2009.

The company is the first of Europe's biggest carmakers to report third-quarter earnings, which are mostly expected to be strong thanks to surging vehicle sales in emerging markets. Fiat is due to report third-quarter earnings on Thursday, and has indicated that it may also revise its earnings forecast upwards.

Peugeot said it expected Europe's car market, which is adapting to the withdrawal of scrappage schemes that stimulated sales last year, to contract by 5 per cent this year, compared to the 7 per cent drop it had forecast previously.

The group said it delivered a "resilient"

performance on its home continent in the third quarter, with registrations down 10 per cent, compared to the market's overall 11.4 per cent decline.

Its sales grew faster than the market in China, where the group's sales were 24 per cent higher than a year ago compared with the market's overall 18 per cent growth – and in Latin America its sales grew by 26 per cent on a market that grew by 12 per cent.

In Russia, where the company recently opened a plant shared with Japan's Mitsubishi, its registrations were 83 per cent higher than a year ago.

Peugeot said the Chinese market should grow by nearly 20 per cent this year, and Latin America by nearly 10 per cent.

Philippe Varin, the company's chief executive, is pushing the group's expansion outside Europe in "Bric" countries. Peugeot recently announced that it was forming its third joint venture in China, the world's largest vehicle market.

Courtesy The Financial Times



Peugeot Citröen to unveil India plan soon

Mumbai, 20 October

French carmaker PSA Peugeot Citröen will soon make public its India plans. “You will have some news in a few weeks,” said Mr Daniel Zamparini, Chief Information Officer, in response to queries during the launch of its telepresence facility.

Tata Communications bagged a deal from Peugeot Citröen to install, maintain and manage five telepresence units at its offices in France, Brazil and China. Mr Zamparini was addressing the media from Paris using this facility.

The company has been planning an India re-entry for some time since its abrupt exit at the end of 1997. Reports have been doing the rounds that it has zeroed in on locations near Hyderabad and Chennai though there has been no official confirmation.

Mr Zamparini added that Peugeot Citröen may shift some of its research and development to other parts of the world. “It may be in China or India,” he said.

The telepresence facility will facilitate interactions between people across various geographies and will reduce time and travel for big project executions. The high definition video collaboration tool will enable Peugeot Citröen to connect its R&D facility



with its executive offices around the world. This will reduce time for product development through better collaboration.

“We have a strategic ambition to be a global player. This will facilitate exchange and collaboration between our group and suppliers/partners around the world,” said Mr Zamparini.

The Hindu Business Line

Peugeot and Renault to repay bail-outs early

By John Reed in London
10 September 2010

France's two big carmakers said they planned to repay ahead of schedule a portion of their bail-out loans from the state.

PSA Peugeot Citröen and Renault said they would repay on Friday €1bn (\$1.3bn) of the €3bn loans each of them received from the French government last year.

Peugeot said that its reimbursement “will be made out of existing liquidity resources, permitting the



group to reduce gross debt and to realise significant interest expense savings”.

Renault also said that its repayment would permit it to reduce gross debt and lower its interest expenses.

France's €6bn bail-out loans made in April of 2009 saved the carmakers from a serious liquidity crisis. The loans are due for repayment in 2011.

Under terms of the loans, Peugeot and Renault pledged to keep open all their French factories, preserve jobs, and relocate production abroad.

Both companies, especially family-controlled Peugeot, have privately chafed at what they felt was increased state pressure on their business decisions brought to bear

by the bail-out. In January the French government suggested it might increase its 15 per cent stake of Renault because the carmaker planned to make its new Clio small car in Turkey, rather than France. Paris later backed down.

Courtesy The Financial Times

Indy Pug shows up at the beach

Peter Wilson

You'd have just as big a grin as these guys if you were driving this famous Peugeot racer. They are taking it easy to display it to the millionaires, billionaires and other well-heeled car enthusiasts gathered in Pebble Beach, California last month.

But the restored 90-year-old blue boat-tailed Pug is still in a condition to show a good turn of speed after decades of hard track work. It was one of the race cars from the Indianapolis



Speedway Museum shown at the 60th Pebble Beach concours to mark the 100th anniversary of Indy races.

The Peugeot was one of a series built to compete in the US that revolutionised racing engine design with their high-revving double overhead cam, 16 valve engines.

Among significant racers shown with it were the museum's 1911 Marmon Wasp that won the first race in 1911 sporting the first rear view mirror and the Henry Ford Museum's newly restored 1965 Lotus 38 that 1965 F1 world champion Jim Clark drove to victory in the 1965 race and inspired everyone else to build mid-engined racers.

This 1920 Peugeot was one of three built to compete in the 1920 Indianapolis 500 to follow the French victories in 1913, 1916 and, with a US driver, in 1919. Peugeot tried to build on its engine technology for the new three-litre Indy formula with a new design – three overhead cams and five valves per cylinder. But the three did not finish the race and it was left to a Ballot – with a Swiss take on the Peugeot DOHC design – to beat the Americans.

This Peugeot was one of two entered in 1921 with engines modified with DOHC cylinder heads. One retired after running third while Jean Chassagne, in the car pictured, was disqualified after it lost its bonnet on lap 65. Afterwards, Peugeot gave the car to driver André Boillot for his racing school at Montlhéry, where it was worked hard until the German invasion of France.



It's been said this Peugeot was raced ahead of the Germans from Paris to Bordeaux. It was displayed in a Bordeaux collection until a French collector acquired it, restored it faithfully and put it back into service. It was sighted at the 1998 Goodwood Festival of Speed.

In 1999, Christies sold the rare car at

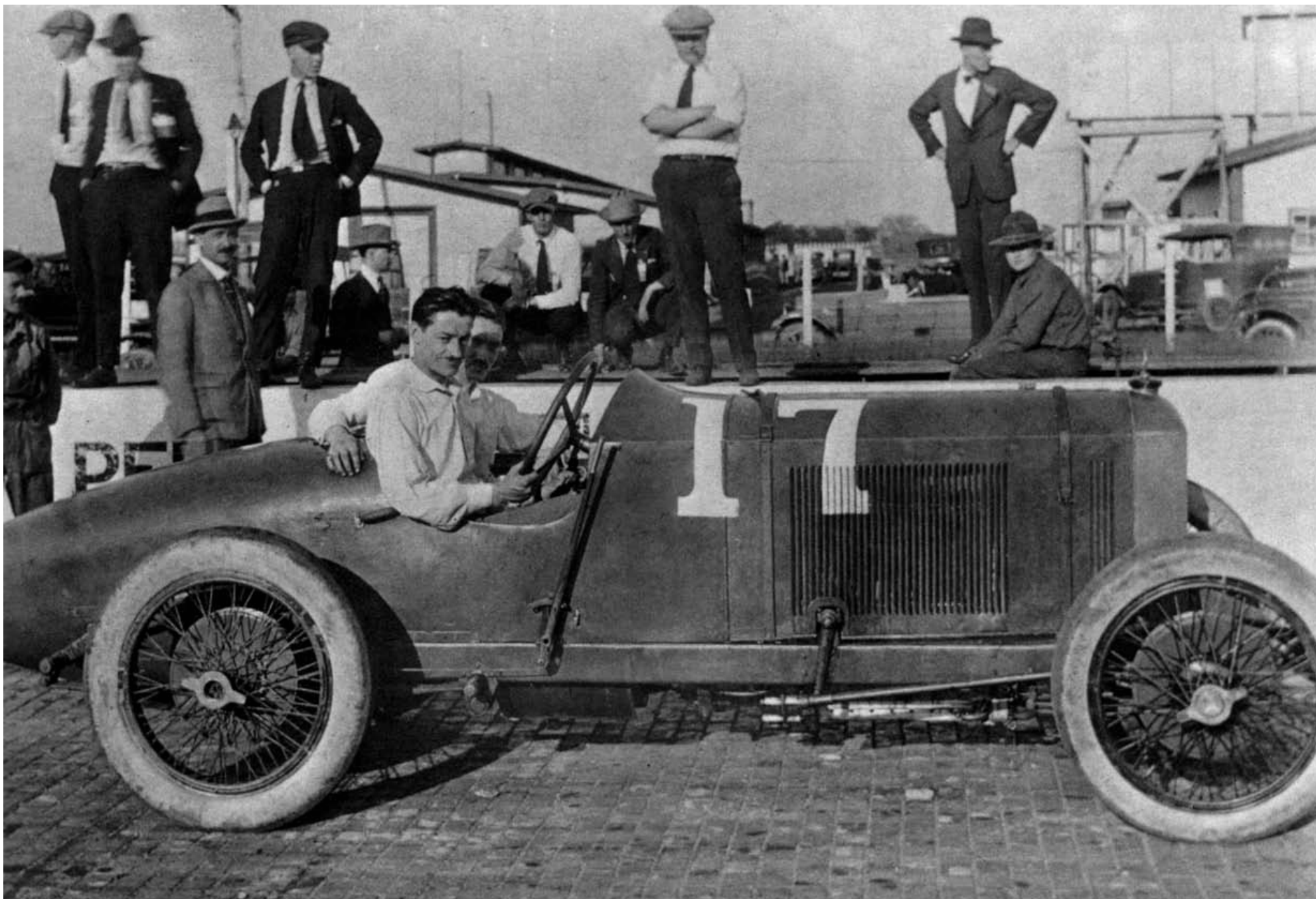
an auction in New York. It had a blown engine – a dry big end and a thrown rod – that was being fixed. The bonnet was a replacement and the carburettor was a Solex instead of the original Claudel-Hobson. As *The Pugilist* reported, it went for a bargain US\$574,500. It is not certain when the museum acquired the car.

Only two other DOHC racing cars are

known to survive – the 1914 Grand Prix car owned by the Bothwell family in California and the pre- Great War 3.0-litre L16, ex Briggs Cunningham, in the Collier Collection in Florida. Meanwhile, a French car won Best of Show honours in this year's Pebble Beach concours – a 1933 Delage D8S Roadster with one-off custom two-place coachwork by de Villars. Its owner, Jim Patterson of Louisville, Kentucky, told the *Wall Street Journal*, "It's like winning the Kentucky Derby."

The car – powered by a 100 kW, 4.0-litre overhead-valve, straight eight-cylinder engine – was featured in the 1933 Salon de Paris at the Grand Palais. The Delage's original owner was the son of the prime minister of Spain. Later, it saw service as a hotel shuttle for the Gran Hotel Velázquez in Madrid. Patterson purchased the Delage three years ago for US\$3.74 million at the annual RM Auctions event at Monterey. RM also performed the restoration and the Delage was painstakingly restored, with every detail from the smallest trim piece to the exact original colour extensively researched and replicated. "You're up against the finest cars in the world," six-times winner Jack Nethercutt said of the competition between 255 entries. "Everything has to be pure. It can't just be a pretty car."

Through The Pugilist



André Boillot, ready to compete in the 1920 Indianapolis 500 in his Peugeot.



1920 Peugeot 3 Litre



1928 Miller "Front Drive Special"



1911 Marmon "Wasp"



1950 Kurtis "Cummins Diesel Special"

Another 1-2 at Petit Le Mans for Peugeot

The combination of Stephane Sarrazin, Franck Montagny and Pedro Lamy took Peugeot to victory in the thirteenth edition of the Petit Le Mans event at Road Atlanta for the American Le Mans Series presented by Tequila Patrón.

The second Peugeot of Anthony Davidson, Marc Gene and Alexander Wurz placed second after winning the season-opening race at Sebring. The Sarrazin car

pitted with 34 minutes left without losing the lead to its sister car.

Sarrazin and Montagny were winners in last year's race. "Last year we proved we were fastest, we didn't get to go to the end of the race but we really think and knew that we were fastest last year," said Montagny, who set the fastest race lap Saturday.

"The results we got last year we didn't get to prove it. But this year, we had the same team, same car, and knew we could pull it out again." The two Peugeots combined to lead 299 of the 394 laps. Audi Sport Team Joest's Audi R15 TDI finished third, two laps down.

Tom Kristensen, Allan McNish and Dindo Capello teamed together, and the Audi suffered a late-race puncture that foiled any chances for victory. There were nine caution periods but none over the last 106 laps. The battle wowed the record-breaking crowd of more than 124,000 race week fans.

"It's always a difficult race with the traffic," said



Lamy, who said Saturday was his last race in the Peugeot. "We knew we had to be fast through it. We knew there'd be a lot of safety cars. So I'm really happy with it."

"The team did a great job, and we improved a lot in the strategy," Sarrazin said. "We did a lot of good times. It was a tough time with all the safety cars. We worked hard all week setting up the car. It was really good with such good balance. It was just perfect."

"Peugeot also finished 1-2 for the second consecutive race in the new Intercontinental Le Mans Cup, the global championship from the Automobile Club de l'Ouest. With one race remaining in China, Peugeot leads Audi by 14 points."





203A burnt up the tracks

Attendees at the recent All French Car Day or the Redex Tribute event at Allan Mackay Motors in Moss Vale would have seen a fancy green 203A present.

Keith Bridge's latest restoration is a real gem and he talks about the car and its history in this article.

Keith Bridge

Many people have noticed the pale green 203A I've had with me at recent events and asked me about it. I will start with some early history of the car.

The local dealer Milne & Buchan Motors in Kinghorne Street, Nowra (about where the Aldi store is today), sold the car new to Dr John Oldham. The Doctor traded up to a later model in 1957.

My late brother Albert bought the 203 and almost immediately started looking at ways to make it go faster. Our father "Keith Snr" — a motor mechanic having served his time at Barnes Garage, Nowra where Dave Hill Marine is today — did not approve of modifying cars but did offer guidance along the way.

There were now three Peugeots in the family: Dad also had a 1952 sedan and I had a 1954 Ute. We got hooked on them in the early 1950s when Dad was agent for



them in Moruya. There were not many sealed roads around Moruya then, so the Peugeot's impressive ride and handling had them adapting to the bad roads very well and they were very dust proof.

Albert was in the last year of his apprenticeship as a sheet metal worker with Moorhouse the Machinery Man, on the corner of Kinghorne and Worrigee Streets. Money was tight in those days, which meant Albert had to do most of the modifications himself. He made the extractor exhaust manifold by filling the pipes

with dry sand and heating them on a "forge" which he manufactured himself and he also fabricated the inlet manifold to take two 11/2" SU carburettors.

After reading Phil Irving's book "Tuning for Speed", he did a port and polish job on the cylinder head, plus several other modifications.

Albert ran the car in the Nowra hill climbs

being run at the time by the Shoalhaven District Auto Club and won his class on every occasion, achieving second outright sedan several times behind a very hot Holden from Wollongong.

He raced on "Seven Mile Beach" Gerrigong in January 1959 in a Sprint Meeting run by the Peugeot Club, gaining second behind Ken Brigden's much modified 203.

Albert's goal was to race at Bathurst, but he needed a C.A.M.S. National Racing Licence. To do so, he had to do three race



meetings on a provisional licence within a calendar year and obtain the Clerk of the Course signature at each meeting. This was difficult at the time with only one racetrack operating in NSW where you could race on a provisional licence — that was Gnool Blas at Orange — so it was off to Orange on Queen's Birthday Weekend in June 1959. He had three races on the day, resulting in three class wins and the required signature. He was on his way.

He was back to Orange again in October with a similar result for the second

signature. We drove the car to the Terrawing track near Wangaratta, Victoria for more class wins and the required third signature.

He was now OK to go to Bathurst in Easter 1960, but the car needed more power. He set the motor up with four 11/2" carbs, a hotter cam grind plus several other adjustments. Up to this point, the suspension was still standard, so to make the rear end work a bit better he replaced the lever shocks with telescopic ones.

In 1960 the classes changed. We could no longer run the 203 in Sedan class because the engine capacity was now 1468cc not the original

1290cc, so it was into the "GT" class, which allowed more "mods" and you could shed some weight (like bumper bars and seats etc). Off to Bathurst we went. Two races, the first one over eight laps resulting in 3rd outright, first in class and 117mph on Conrod Straight. First outright was Leo Geoghagen in his very quick FJ Holden. Albert's prize was a Silver Tray and £18 — a great result.

He was fourth in the second race, which was a combination of GT & Sports cars. Back home in Nowra, Albert was treated like a rock star, with his picture standing by the car on the front page on the local paper and a wonderful story written up on the back page.

He went back to Bathurst in October for the Australian GT Championships, but no good results, with a broken fan belt on the first lap. He raced one more time at Bathurst in Easter 1961, resulting in a class win and faster lap times.

There were more races at Catalina Park, Katoomba and Orange with class wins and more Hill Climbs. The rules changed again in 1962, with the GT class become ridiculous with cars like Jaguar D Type, etc, being fitted with hard tops to comply, so the class was dropped.

Albert was now keen on the open wheeler class so he concentrated on building his own car, which resulted in a nice looking rear engine racer, which the engine from the 203 fitted. It was raced just once at Warwick Farm. It was fast but the handling was bad.



He realised he had the front end all wrong so he rebuilt it and took it back to Warwick Farm to the short circuit for testing. It was just great. He was lapping around the class record when disaster struck, as a tie rod end broke, the car flipped onto its back and skidded along the track doing lots of damage.

Albert escaped serious injury, with just gravel rash on his back and a headache. He never got to repair the car: tragically he lost his life in a road accident while travelling in

a friend's car in September 1963.

Later the 203 was passed onto to me, I painted it a different colour and used it as an everyday car. My wife Hilma even learned to drive in it. Several years later we bought a 404 Peugeot station wagon. I kept the 203 registered and used it mainly in Club motor sport events.

I raced it on the Warwick Farm short circuit several times and I used it in local car rallies. I also used it a lot as a survey car for setting out rallies for the local car club.

It became a bit run down and rust was appearing and I was busy in my building business so retired it to the back shed. Several years later, as our son Trevor was nearing driving age, we retrieved the 203 from the shed and started a restoration of sorts, cut rust out, a repaint, engine rebuild etc, so it was Trevor's first car. He drove it for about 5 years up

to 1982. He also used it in Club motor sport events. At one point, the engine suffered a broken piston. I was too busy to fix it straight away so it went back to the rear of the shed.

Trevor now had the Datsun craze (bloody hell). Trevor did come back to Peugeots. He later drove the bob-tailed 203 I built as a rally car. In late 2005 I decided, as this particular 203 had so much history, I should do a full restoration on it.

There wasn't much rust this time, the

paint was fair although the turret had to be stripped to bare metal, the interior had to be stripped and reupholstered — which I had done professionally. Hilma and I did the carpet. I did all the painting (not great), I rebuilt the motor except for special machining work done by my brother Robert, along with lots of good advice from him. I worked over the transmission, replaced suspension bushes, checked shock absorbers and springs. There were other shocks along the way with the cost of some components, like window rubbers etc.

The restoration took longer than my first estimation, mainly because of some restoration work required on my own "old body" over a two year period. I am happy to report both bodies are now in pretty good condition, with the 203 having the edge.

My goal was to have the car finished by Easter 2010 to celebrate 50 years since Albert's first race in the car at Bathurst. I didn't make it to Bathurst but I just made it to the Shoalhaven Historic Vehicle Clubs "kick start rally".

It was a great thrill to win the "Peter Walsh Trophy" for the restoration of the year in that event, despite some frustrations with some difficult jobs along the way. The car is great to drive and Hilma and I are looking forward to many outings in it.

PS: Keep an eye on the race tracks.

Through The Pugilist

Oils ain't oils

Paul Watson

There is bad news for the owners of worm-drive Peugeots: Castrol has stopped making STH-140 gear oil, which is the successor to various other Castrol products used in worm-drive diffs over the past 60 years or so.

No need to panic, as there are still some stocks available but once these are gone, we will have to find an alternative such as Shell Dentax gear oil. Most drivers of older cars would know that the bronze used in the worm-and wheel unit means that some oils cannot be used.

In the old days, Castrol R40 (castor) oil was popular and some wormdrive Pugs had a metal "R40" tag wired on to one of the diff bolts to remind garages not to use anything else. But R40 is not compatible with other oils. This is a quote from the 403 owner's manual, printed in 1960:

"The worm drive differential in your Peugeot requires the same careful attention with regard to topping up or draining as the engine. We recommend that you use any of the lubricants shown on the chart [when there was plenty of choice, as shown here]. Never mix these oils with non-mineral oils sometimes used in some worm drive differentials."

On the next page the manual states:



"Strict compliance with the draining periodicities prescribed is just as essential for the rear axle as for the engine."

The club might consider investing in an alternative oil, such as Shell Dentax Gear Oil. As this comes only

in 20 litre drums, it could be decanted and sold to members in 1.5 litre containers. Speaking of old Pugs and oils, it seems that we are facing a shortage of oil filter cartridges for the 203, 403 and early 404.

Allan Horsley reports that Purflux and Ryco have stopped making the filter cartridge and supplies are hard to find. EAI in Box Hill don't have any and a previously reliable supplier, Ken at Caravelle Imports, has sold his last 20 to someone in Sydney.

So what's to be done? Allan is working adapting the oil filter base to take a spin-on filter, such as those used on later 404s, 504s and 505s (as has been done by Bob Pinkerton on his Belchamp Special).

Stay tuned for more on this project. Other-

wise, Neo Retro in France is still selling the cartridges, but the cost is €18.5, plus postage and packing (www.neoretrofrance.com).

Because our Peugeots are so old now there are not many people who know about the eccentricities of the C2 and C3 gear change pattern. It's not often that you have to let someone else drive your old Pug, but it can be unavoidable sometimes and it is heartbreaking to see the uninitiated attempt to find first or reverse. Because of this I am considering having some windscreen stickers made, showing the gear pattern. This was quite common in the old days when many cars had column shifts (including the Vanguard Spacemaster, where the gear lever was on the right-hand side of the column) and various gear patterns were used. If you are interested in having such a sticker for your windscreen, let me know and I will investigate further.

Electric windows

Mark Besley

One of the ways to impress your friends with your new Peugeot is to arrive somewhere, stop, get out of the car and leave the windows down. I'm thinking hot day here which I realise seems a remote memory given Melbourne's Winter weather.

When the time comes to lock the car, someone will remind you that you need to

“wind up the windows”. At this point, you hold down the remote button for a few seconds and the windows all close automatically. This is all fine until one day it doesn’t work and you are embarrassed by having to get back into the car, turn on the ignition and close the windows one by one.

I have heard of this problem happening to quite a few people and not many know how to resolve it, other than a visit to a dealer service department. As it happens, this problem can be easily rectified via the simple process of “Reinitialisation of the windows” described as follows in the Owner’s Handbook:

Following reconnection of the battery or in the event of a malfunction: release the switch and pull it again until it closes completely hold the switch for approximately one second after closing press the switch to lower the window automatically

when the window has reached the low position, press the switch again for approximately one second. The safety auto-reverse function is not active during these operations. — from Torque

Peugeot weathershields

We are a weathershield manufacturer in Brisbane, Queensland. We are one of the original manufacturers of weathershields in Australia and our range goes back as far as 1948 and carries through modern vehicles. We have recently undergone a change of ownership and are looking to expand our market. Below is a list of weathershields which may benefit your club members.

PEUGEOT

C46	1960-63 Peugeot 203
C74	1963 Peugeot 403
H44	1965-68 Peugeot 403 no ¼ glass
	1968-72 Peugeot 404 (no part number)
T14	1969-80 Peugeot 504
N95	1980 Peugeot 505
B19	1994 Peugeot 405

Stone Shields Pty Ltd
sales@weathershields.com.au
 69 Kempster Street, Sandgate Qld 4017
 Ph 07 3869 2228
 Fax 07 3269 2195



**Peugeot Association of
Canberra
Minutes of General Meeting
8pm 28 September 2010
Canberra Services Club
Manuka ACT**

Persons Present

Brad Pillans (Chair)
Derek Flannery
Neil Birch
Glen Bryden

Apologies

Colin Handley
Rick Phillips
Allan Lance

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

Minutes of the last meeting

The minutes of the last meeting, held on 24 August were approved. Moved Brad; seconded Glen. Carried

Financial report

Glen reported that the September bank balance was \$7,241. The club's annual insurance policy with TCIS is due for renewal. Glen will pay the premium of \$545.

Council of ACT Motor Clubs

No report this month.

Other Business

Brad reported that planning for the 2011 Easter Pageant was progressing well. Brad and Colin Handley had visited Eaglehawk to discuss catering arrangements for the event. Eaglehawk will send quotes for meals.

Meeting closed at 8.40pm.