

ROAR

Magazine of the Peugeot Association of Canberra



June 2011

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ON THE COVER

206+ sedan. Cover story starts on Page 12.
(Photo: Sue Langford).

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,

Sadly, though the weather gods smiled, the war gods did not - that is, if you were part of the French contingent at the recent Battle of Waterloo in Canberra. For the second year running the evil British force was victorious over a valiant, but depleted French force of cars (and owners) who faced off against each other on the lawns of the National Library on Sunday the 19th of June.

Was it that Napoleon was absent? Otherwise engaged on family matters in Sydney, I was unable to bring him to the battle. Would he have made a difference? Who knows? Perhaps we will have to tamper with history and enlist the help of some Prussians next year!

I am very much looking forward to the launch of the 508 at the International Motor Show

in Melbourne from 1 to 10 July, not so much because I will be attending (I won't), but because it will go on sale the following week.

Overseas reviews have been excellent, and I may just be tempted to buy one to replace my 407 HDi, the lease for which expires at the end of July – see details of my 407 in the For Sale section of the magazine should you be interested in purchasing the presidential limo.

Initially the 508 will be on sale with a 2 litre HDi turbo diesel engine with a 6 speed automatic gearbox in both sedan and touring wagon as well as a high-performance 2.2 litre HDi turbo diesel 'GT' (sedan only). The GT engine is said to be more powerful than the 407 2.7 litre V6 HDi twin turbo engine it replaces, while being more than 30% more efficient in fuel economy and CO₂ emissions.

As I understand it, supplies of the 2 litre cars will be limited for a few months because of delays in gearboxes coming from Japan. However, gearboxes for the GT model are sourced from Germany and they will be more freely available. Indeed, the release of the GT has been brought forward to cover the expected scarcity of the 2 litre model.

Later in the year, the range will be extended by a 1.6 litre turbo petrol version and the eagerly awaited 1.6 e-HDi turbo diesel, the first model in the Peugeot range to feature the new STOP/START system mated to the intelligent electronic gearbox control (EGC) semi-auto. This combination delivers combined fuel economy of a miserly 4.4 litres/100km and CO₂ emissions of just 115g/km - making it the most efficient large car in Australia.

The next club meeting will be held on Tuesday 28 June, at 8pm at the Irish Club in Weston Creek. As usual, dinner will be from 7pm. My apologies for absence in advance – I fly to Indonesia that day, volcano gods and air safety gods willing. However, I will be back in time to celebrate Bastille Day with club members.

To celebrate Bastille Day this year we will be meeting for lunch at Le Très Bon restaurant in Bungendore on Sunday 10 July at 12 noon. There will be no fixed price and attendees will be able to choose

what they like from the menu and pay accordingly. So, regardless of whether you want soup and bread, or a full three course meal and a glass of wine, your needs can be accommodated. Please bring cash so we have no split bill to worry about. Information about the restaurant, including their winter menu and wine list, is available from their website at <http://www.letresbon.com.au/>. Places are strictly limited and must be booked with me no later than Friday 8 July, but preferably asap – phone bookings only on 6299-9757 please. Chef, Christophe Gregoire, says he will even sing *La Marseillaise* for us!

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

407 HDi Sedan

407 HDi sedan 2005. Well cared for presidential limo (see photo on right). End of lease sale. Great touring car that has been a pleasure to own. Nice colour – White Gold. 98,000 km, 4 speed auto, long rego, two new Pirelli P7's on rear, new battery, new front brake pads Maintained by Allan Mackay Autos and Bill McNamee. Very economical for a biggish car – 6.2 litres/100 km over the last 3000 km of mixed town and country driving. Asking \$16,900. Brad Pillans 0427 662112
brad.pillans@anu.edu.au

407 SV HDI Twin Turbo Diesel Auto Sedan

407 SV HDI Twin Turbo Diesel Auto Sedan, Nov 2006. 86,000 km – end of lease sale. \$26,985

very neg. Replacement vehicle has been bought so must sell. This vehicle was first registered on the 15th May 2007, is one owner has never been in an accident and has excellent tyres. At the time of purchase it had a Protech Duco and Paint Protection (Gold Paint) system applied which comes with a lifetime transferable warranty - which means no more waxing or polishing! Protech's leather treatment system was also applied to keep the leather interior in pristine condition. The vehicle has always been garaged in Canberra and driven by a lady owner, but no not to Church on Sundays...please call Wendy on 02 6231 5485, Wanniasa ACT.



CLASSIFIEDS

FOR SALE

406 ST 2 litre

406 ST 2 litre, 1996. White, manual. VGC, 235,000 kms. Tim Langford, \$3,500 ono. 0400 344 394. Email: Tim.Langford@npg.gov.au

403B 1961

403B 1961, green Ampol 2006 re-run car, nothing to spend, ready to go anywhere, on historic registration - not transferrable, \$4,700ono, Neville Summerill, Bombala, 6458 7208

203 ute

203 ute, blue, timber sides, 19,000 miles completely 203, \$15,000, on historic registration - not transferrable, Neville Summerill, Bombala, 6458 7208

203 sedan

203 sedan, 1950, blue, brown leather interior, 403 motor, unreg, \$10,000, Neville Summerill, Bombala, 6458 7208

504 GL

504 GL, 1979, green, 4 speed, good condition, on historic registration - not transferrable, \$5,500ono, Neville Summerill, Bombala, 6458 7208

505 GTi Executive

505 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg, Neville Summerill, Bombala, 6458 7208

505 SR Wagon

505 SR wagon, 1984, auto, faded red, paint, bur straight, very clean interior, \$1,200 unreg, Neville Summerill, Bombala, 6458 7208

CLUB EVENTS 2011

June 28

Club Meeting. **Canberra Irish Club**, 6 Parkinson Street, Weston. (See map on next page).

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

Mark Roberts from Battery World, Philip will be attending the meeting to talk/discuss batteries and all things similar.

July 10

Bastille Day lunch at Le Très Bon restaurant in Bungendore at 12 noon. There will be no fixed price and attendees will be able to choose what they like from the menu and pay accordingly. So, regardless of whether you want soup and bread, or a full three course meal and a glass of wine, your needs can be accommodated. Please bring cash so we have no split bill to worry about. Information about the restaurant, including their winter menu and wine list, is available from their website at <http://www.letresbon.com.au/> . Places are strictly limited and must be booked with Brad Pillans no later than Friday 8 July, but preferably asap – phone bookings only on 6299-9757 please.

Canberra Irish Club

Membership is \$7 per year or \$15 for 3 years. Membership Application Form can be downloaded from Website (see below). They are able to print M'ship cards on the spot.

One quotes one's M'ship No when ordering drinkies and you get a discount – don't know what it is but it's a discount off the normal prices.

Link: <http://www.irishclub.com.au/Member-Info.aspx>

Address is: 6 Parkinson Street, Weston ACT 2611. Only a short distance from Cooleman Court Shopping Centre.



Oh3 Weekend 2011 September 23rd-25th



203 & 403 Enthusiasts

You are invited to take part in this weekend based in Bundanoon. Enjoy a Southern Highlands Spectacle through beautiful back roads you and your vehicle will love.

\$360 for 2 people including 2 nights (Friday and Saturday) accommodation at Bundanoon Hotel, with 2 hot breakfasts and 2 three course dinners. All 21 rooms booked. Shared bathroom less expensive. No booking fee.

*Contact Sue or Debbie and mention Peugeot Car Club NSW
Phone. 4883 6005 Email. info@bundanoonhotel.com.au*

*Enquiries Jim Kearns
Phone. 9874 2100 (Mon-Sun) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au*

MARULAN TRACK DAY IN OCTOBER

Yes, it's that time of the year again, our Third annual training and track day at the Marulan Driver Training Centre on Saturday 29 October 2011.

The third annual training and track day at the Marulan Driver Training Centre will be on Saturday 29 October 2011. Cost will be \$110 per driver. The event will start at 8:15 am to check or finish documentation, complete registration and hire \$20 helmets if required.

But if you do not intend to drive on the track, come anyway and make a social day of it. Come and watch the action, bring a picnic lunch or dine at the cafe. Bring the family with you for a spectacular day out.

At registration, drivers can nominate or be guided to the grouping that best suits their experience and comfort level. We try to arrange an average of six or seven cars per group and will make changes if drivers find they are in the wrong group. The usual groups are:-

1. Beginner – no experience on track
2. Junior – under 17 but without a full road license
3. Intermediate 1 – little experience on track
4. Intermediate 2 – some track experience and training
5. Female – restricted to women if sufficient entries
6. Advanced – club competition level and above

At 8:45 am a short briefing is given about track conditions, driving standards and any questions can be asked. Next, there will be a familiarisation walk around the 1.1km track to point out recommended driving lines and gear selections for the corners. Starting with group 1 straight after the track walk, groups begin their runs which last about 12 minutes (10 laps) and keep cycling continuously through each successive group during the day. The day finishes at about 4pm.

The same car can be driven by another driver when entered in a different group. The cost is \$110 per driver. For a \$50 charge, MDTC will register non-drivers to passenger with instructors or experienced track drivers.

There will be two MDTC track driving instructors to give in car training. The three participating clubs will each have at least one experienced track driver available for guidance where requested.

MARULAN TRACK DAY IN OCTOBER

MDTC is user friendly having a trackside café with indoor and outdoor areas, good toilet facilities and accessible, up close spectating positions. We aim to limit track capacity for the day to 42 drivers.

Initial allocations are Peugeot club 16, HSRCA 16 and Renault club 10. To ensure a reservation, send your \$30 deposit per driver together with your contact details to Helen Loran at Peugeot Car Club of NSW, PO Box 404, Gladesville, NSW, 1675. The entry deposits are needed so that the Peugeot club can pay for the MDTC track reservation charge.

Clothing required is neck to wrist to ankle and enclosed shoes, but if you have track gear, wear it.

Any of the club allocations not filled by 1 August will be offered on a 'first in best dressed' basis. Final payments for reserved club allocations of \$80 will be due by 1 October 2011.

All club members, and by association their extended families, are invited. Women and particularly young people with at least provisional road licences are encouraged and welcome to attend.

Although MDTC excludes open wheeler racers, all other cars are suitable, provided they meet your club representative's safety check on the day and do not exceed 85dBA noise level which is measured and monitored at the track.

MDTC is owned and run by Garry and Natalie Wilmington and is about 175 km from Sydney and 120 km from Canberra. For an 8:15 am start on the Saturday, it is convenient to stay near the track.

Accommodation is available on the Friday and/or Saturday night ten minutes away from MDTC at the new Ali's Motel just off the highway at Marulan. The motel is six months old, has 21 rooms (with a range of room types) and a licensed restaurant tavern. The website is www.alismotel.com.au

Mick, the owner, is prepared to make a package deal if our track day group takes five or more rooms and a better package for more than ten rooms. Open parking for about seven cars with attached trailers can be arranged. The package rates are being negotiated. The nearest option for Sydney-siders, the Bundanoon Hotel, is booked out that weekend. The alternative, Goulburn, is 25km south of Marulan.

If you want further details about the track day or accommodation, contact Peter Lubrano, mob 0405 991 336, fax 9974 2123 or your club liaison representative:

MARULAN TRACK DAY IN OCTOBER

Peugeot Helen Louran 9718 0321 (or) 0413594792 helenandneale1@optusnet.com.au

HSRCA Ed Holly 9522 6845 edholly@optusnet.com.au

Renault Andrew Collier 0414 287 779 andrew.collier@panavision.asia

MDTC will accept Wakefield or CAMS licences at level 2S (cost is \$103) or above or will issue MDTC licences on the day at a cost of \$30 for 12 months that are valid for use only at Wakefield Park.

As previously mentioned we want to make it a Family Day so parent supervised juniors from 15yrs are welcome & pay \$20.00 for a day license, as well as the \$110.00.

As previously mentioned, \$30.00 deposits are being taken, & there are four methods of payment.

(1) Cash @ General Meetings, I will bring my "Pink" Receipt Book with me to the meetings,

(2) Cheque made out to & send to
Peugeot Car Club of N.S.W.
PO Box 404
Gladesville
N.S.W. 1675

N.B. Most Important : Please put your name on the back of the cheque
& stating " Marulan Track Day Deposit etc.: "

(3) Pay thru yourBank,
OR

(4) Internet Transfer

Now for (3) & (4) Methods of payment, the clubs bank account details are :

MARULAN TRACK DAY IN OCTOBER

Name : Peugeot Car Club of N.S.W.
Bank : NAB (Manly Branch)
BSB : 082 352
A/C # : 035838284

For both of these payment methods, please leave a reference, with your name, & again stating "Marulan Track Day " Deposit . If you don't leave your name, neither I or the Club will have the foggiest idea it was you who paid !!!

Also, may I please ask that all of you send an Email saying that you just paid deposit etc. via whatever means, &, it's a FUN idea to state the car that you'll be driving, as I send / email the list, to all of you, once it's all finalised, so that you all can see what other (vroom vrooms) are going .
As I did this for you all last year, listed in their... " Club Groups!!! " (Remember???)

So email to : sporting@peugeotclub.asn.au

Just a reminder about Requirements...

Helmet : That complies with the Australian Standard, if you don't have one no drama, can be hired for the day @ \$20.00 plus a \$50.00 Depost which Boomerangs back to you, upon return of helmet.

Attire : Non flammable clothes, & closed shoes (e.g) Cotton long sleeved tops, & jeans, (Racesuits) "Purrrrfect" & lace up shoes, (Joggers) are fine, but need to be flat soled for driving comfort & safety!!!

Petrol : Make sure you have some, (it helps) as there's NO Petrol Station there !!!.
Oooh & check your... Tyre Pressure !!!

The Plus side of a 206 in France

Peter Rees with photos by Sue Langford

The Peugeot was new, but there was something odd about it.

The Europcar staffer in Nice had handed me the keys to a 206, but the car in the parking lot appeared to be a 207.

In fact, it was a 206 with a 207 grille, known in France as the 206 Plus. Over the next couple of weeks and 1,700 kilometres I got to quite like this 1.4 litre five-speed as Sue and I explored the south of France.

The drive from Nice to Antibes, along the Cote D'Azur, allowed me to get the feel of this nimble 2-door, introduced in France two years ago as a "range entry" car. A new bonnet, a new radiator grille and new headlights highlight, as Peugeot puts it, a "stronger personality".

I'd have to agree. I always found the front of the 206 a little purse-lipped. Often, revamped models don't succeed, but the 206 Plus proves the exception.

It is, of course, helped by the excellent dynamics of the 206 which make it an easy, manoeuvrable car just right for negotiating the innumerable quaint, medieval streets and alleys of French villages. This is not 407 territory.

206 Plus outside Chateau D'Ige, in Burgundy. Photo: Sue Langford



On the motorways and payages, the 206 is quite capable of holding its own, easily cruising at around the speed limit of 130kph. But don't stay in the fast lane, as travelling above this limit is considered the norm by French drivers.

The French Riviera is expensive, but beautiful, the hilly hinterland providing a great alternative to the Mediterranean beaches which even in late May and early June are the playground of the wealthy.

While the strip is a haven for new Bentleys, in the hills one can still come across the odd 403 ute, and the very occasional 504 and 505. On the other hand, 405s are still going strong, as are 205s.

The drive from the ancient hill village of Biot to Aix-en-Provence takes two and a half hours. There you find a truly beautiful wide main street, the Cours Mirabeau, with old sycamores – or plane trees – meeting over-



The Cours Mirabeau, Aix-en-Provence

head.

Everyone is out this particular holiday weekend: an Amnesty International drum band performing up and down the street; rap dancers standing on their hands near the fountain, and Slideblues singer Olivier Gotti busking in a nearby street.

Up the hill is Cezanne's studio, just as he left it when he died in 1906. It is as if he just walked out and left his painting smock, overcoat, hat and the still life objects he used for his paintings.

And the food. Here you can find Provençal fish soup for a few Euros. Great to eat, and good value.

We set off to Arles, where Van Gogh painted, walking around the Roman Coliseum which is undergoing renovation, before sitting in the square where he painted.

Then on to Nîmes (home of denim) and going through the Coliseum there. This is the best preserved Coliseum in the world, and still used for bullfights. On a previous trip I spent the afternoon in the Coliseum watching the so-called Camargue races. These are bullfighting with a difference.

Much less known than the Spanish variety, the event involves a team of men dressed in white known as "raseteurs" who race around the arena trying, with the aid of a small hook known as a *crochet*, to snatch tassels and a ribbon laced around the bull's horns.

It's a game whose origins date back to the 15th century, but which was only clas-

sified as a sport in relatively recent times which culminates in the *Trophée des As* (Trophy of Aces) in the Nîmes coliseum every October.



I knew nothing of this curious sport and before joining the queues for the final round of competition to determine the trophy winner, I asked a woman in the tourist shop under the Coliseum's weathered stone arches what hap-

pened to the bull.

In halting English she explained, "The bull lives, but the men can die." Quite. That afternoon one of the *raseteurs* tripped and was gored in the leg.

Nearby is the wonderful *Maison Carrée*, one of the best preserved Roman temples in the world.



The *Maison Carrée*, Nîmes



We hopped back into the 206 Plus and headed west, for the town of Olonzac, not far from the fabled castle of Carcassonne. This is Cathar country, the home of people who in the 12th and 13th centuries the Catholic Church deemed to be heretics. Wholesale slaughter ensued.



Ruins in Cathar country, near Narbonne



Carcassonne Castle.

At Beziers some 20,000 men, women and children were killed in an “exercise of Christian charity”, where the Catholic military leader, Arnaud, is said to have uttered the immortal words “Kill them all. God will know his own”.

Arnaud was also responsible for the siege of Carcassonne, and arrived at the nearby town of Minerve in July, 1210 just in time to engineer the deaths of 140 people whose lives would otherwise have been spared. A plaque unveiled a year ago marks the spot where they were burned alive.

The Cathars were wiped out in the church’s crusade. Cathar ruins are now everywhere, but there is no more beautiful building than the restored castle at Carcassonne.



A 107 in a back street in the town of Narbonne, in the south of France



The former Cathar village of Minerve.



A 206 wagon near the spot where Cathars were burned at the stake, Minerve.

We looked at the map and decided that a drive to the new bridge at Millau could be justified. This €400 million bridge, opened in 2004, is truly a marvel of French engineering. Coming around the bend you catch sight of its white cable stays, seeming floating in clouds across the viaduct, up to 246 metres above the valley floor. So beautiful is this bridge that it takes your



breath away.

As Sue madly snapped photos, I looked down at the village of Millau a long way below – and had an immediate sense of vertigo. Traveling at 110kph, I decided the best course was to keep eyes straight ahead for the two and a half

kilometre journey across the world's longest and highest cable-stayed deck.

From the Millau bridge we headed for Orange, where the Romans built an astonishing 91-metre long and 37-metre high theatre in the 1st century AD. The Visigoths sacked it a few centuries later, but it is still used for performances.



The Roman Theatre, Orange.



Inside a tower, Chateau D'Ige.

We headed to Burgundy and a night at the 13th century Chateau D'Ige. After a wonderful dinner and a night in the tower, we said farewell to our 206 Plus and took the TGV to Paris, one of the highlights of which was to take in Ralph Lauren's amazing car collection at the Decorative Arts Museum.

Among them was a 1938 Bugatti Atlantic, a 1930 Mercedes-Benz SSK and innumerable other classics. The condition of all was immaculate.

Then a quick visit to Peugeot Avenue, where a 404 Diesel and Le Mans 908 from 2008 were the star attractions, before taking a taxi to the airport for the flight home.

International Diesel Record holding 404 - 1965

The record attempts took place at the Linas-Montlhéry Autodrome, over the course of the 11th-14th June 1965. 5 drivers swapped over every three hours throughout the event: Messrs de Lageneste, du Genestoux, Besnardière, Gérard and Tchekemian.

The car:

404 cabriolet, with no windscreen, but driver's hard-top. Fitted, as per the Fédération Internationale Automobile (FIA) rules, with a toolkit and spare parts for running repairs, bringing the weight of the vehicle to 1,135 kg, including the radio transceiver.

The engine:

4 cylinder in-line Diesel Peugeot Indenor, type XD 88. Bore x stroke: 88 x 80 mm, 1948 cc. Compression ratio: 21:1. Max power 68 SAE bhp @ 4,500 rpm. Special light-alloy cylinder head with swirl chambers. Replaceable wet cylinder liners. Side-camshaft in the cylinder block. Rocker-operated valves. 5-bearing crank. Fan with automatic clutch. Four speed plus reverse synchromesh gearbox.

This 404 drove round the track for 72 hours, set 22 records, including 19 records broken and 3 established for the first time. These concerned the 5,000 miles, 10,000 km and 72 hours.

The car from the Aventure Peugeot collection is fitted with the 1948cc XD88.

INTERNATIONAL RECORDS FOR "E" CLASS
COMPRESSION IGNITION VEHICLES
404 WITH INDENOR 88 1948 cc DIESEL ENGINE



Adventures in the snow

John Pillans

Trying to beat the snow to the mountains from Melbourne I found myself driving my 406 HDi off the Hume Freeway and through Wodonga in search of twisty tarmac on the way through to Canberra. Stopping at a service station advertising snow chains for hire I put in enough expensive diesel to get me through with a few hundred km to spare and was disappointed to find the attendant had no idea where the Tooma road was, let alone if it was open.

Driving onward with the heating off to acclimatise to the conditions I wore insu-

lated gloves and thick socks to stay comfortable, and munched on some cold dinner before the difficult driving would begin. A horseshoe-shaped route, the bottom of the Tooma road has a short section of the Alpine way, and in this confusion I instinctively headed north at the wrong turn and had some back tracking to find the eastern arm. Only here is the first sign to notify users and it was loudly proclaiming closure due to "Snow on Road". I followed it anyway and cut back out on an unsealed road which ended up being particularly enjoyable. Once onto the Elliot Way I was now able to climb towards Cabramurra with the twisty driving desired and continue to ignore the "ice alert" the car had been giving me for the last 2 hours.

Some white tire tacks coming from the other direction caught my eye and within 50m

I was into a snowy road, gently winding upwards and soon came upon a pair of teenagers out for nothing more than to see the snow. Completely unprepared and inexperienced and wearing no shoes, they explained they were almost out of petrol and had crashed off the road several times already. Unable to get out the way they came I gave one a lift to Cabramurra in case their car wouldn't make it and showed him the warm shelter available. When he asked how to use the public phone I was a little concerned but his companion soon arrived claiming to have figured out it was easier to drive his car backwards in the snow. I suggested they spend the night in the warm shelter and buy some fuel in the morning, and left them to it.

The carpark at Cabramurra had 5-10cm



The All Whites: snow-coloured vehicles for high country cruising. From left to right: 307Hdi (Andrew & Chaye), 405SRI (Chris & baby Alek), 406Hdi (John), 405 wagon (Geoff), 306Hdi (Brad & Sue)

of snow evenly across it, and thankfully the snowploughs were on duty making the drive down to Kiandra slow but simple. Pushing midnight I wanted somewhere to spend the night and the depth of snow suggested trying to make it to one of the high country huts around Kiandra would be very slow going so I continued on toward Adaminaby and the huts around Tantangara Dam. The road signs along the Snowy Mountains Highway were all caked with snow and unreadable, but the recently ploughed road was easy enough to drive without chains. Gentle driving had the ABS providing a little message every so often, but the traction control never needed to take over.

Just on the edge of the park the snow was clear of the road and I turned down another dirt road, the Boundary Trail, to get closer to some accommodation. As expected there was a locked gate not far into the trail and in turning around at this point to park the car I dropped the front left wheel into a ditch. Despite packing with logs the car was stuck fast so I left it parked on 3 wheels confident it wouldn't be stolen before my return. It was a late night to Gavels Hut and I spent the next 36 hours on a mountain bike ploughing the management trails and chasing horses before returning to my car.

I walked back to the highway and flagged down a suitably equipped vehicle to lend a hand, turning out to be a very friendly Snowy Hydro employee in the middle of work. He was easily able to winch my car on its towing hook back onto flat ground and

despite being unable to start it I thanked him for his help and let him get on with his day as I was confident I could get it going from there.

The fuel lifter pump wasn't making its usual sounds or turning off so I strongly suspected "frozen" (gelled) diesel in the tank. The best tool I had for the job was a famously dangerous and noisy petrol stove but with some careful use I soon had the tank warmed up and looking cleaner than it ever has. Still the car wouldn't start so I lifted the plastic guards off the engine and gave the fuel system a hot shower. This did the trick and I was off and away still grumbling about the inappropriate fuel the service station had sold me.

Diesel cars are a new thing to many people and they have quite a few differences you should be aware of in cold conditions. The fuel itself is blended by the refiner for a specific temperature range and they vary the mixtures sent to different geographic regions, changing the ratio of the different fractions to ensure it won't solidify in your vehicle. Colder climate mixes have less energy per litre in them and cost more too, so are best avoided unless needed, I noticed a 5-10% loss of fuel efficiency when using a winter blend. The HDi engines bleed warm fuel back into the tank while running so even without special fuel the car can still drive through cold areas, it just can't be left off to cool down. Also of note, modern cars only enable the glowplugs when the block is very cold, which might require two or three tries to start after parking in cold weather. Canberra petrol stations have already switched over to a winter mix, but for the extreme conditions of the snowfields

an even further alpine mix is needed. When changing to the colder fuels ensure your tank is mostly empty before taking on the special mix, so some planning of the fuel load might be required before heading to the snow, which is easier said than done in cars averaging 1200-1400km on a tank. For more information, the BP Australia website has some useful resources on the topic.

Battle of Waterloo, 2011



Photos Neil Sperring

Battle of Waterloo, 2011



Photos Neil Sperring

Battle of Waterloo, 2011



Photos Neil Sperring

Pictorial

Battle of Waterloo, 2011



Pictorial

French Car Drives 2011

Provisional calendar for 2011

August 28 Lerida Estate Winery/ Cafe

October 23 Harden/ Murrumburrah, lunch at Light Horse and Military Museum

December 4 Lakeside BBQ

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
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Events

Audi snatch victory at Le Mans

13 June 2011

Audi, with German Andre Lotterer at the wheel, won a gripping Le Mans 24 Hours race on Sunday.

The Peugeot 908 driven by France's Simon Pagenaud crossed the line in second, with the French car manufacturer also filling third, fourth and fifth places.

Lotterer shared driving responsibilities in the winning Audi R18, which edged the 79th edition by a mere 13.854 seconds, with Frenchman Benoit Treluyer and Switzerland's Marcel Fassler.

Advertisement: Story continues below

For all three drivers this was a first win in the iconic endurance test, while for Audi it was a 10th win out of the last 12 races.

The win was all the more memorable after Audi suffered the twin disaster of their two other cars crashing out spectacularly in the opening hours of the race on Saturday.

First to go was the R18 driven by Scotland's two-time winner Allan McNish, who miraculously walked away from the wreckage of his car after a high speed accident less than an hour after the start.

McNish's team-mate and last year's winner Mike Rockenfeller was next to bow out after his car touched a backmarker and speared into the barriers.

Despite the carnage, Audi's lone survivor held the lead and kept the chasing Peugeot pack at bay.

Audi chief Wolfgang Ullrich said: "This was the toughest win of all - it was very tight from the beginning, then losing two cars with horror crashes, we're lucky both drivers are with us and are fine."

"Our emotions have ranged from the top of the mountain down to the deepest caves."

As dawn rose on the Circuit de la Sarthe, the Peugeot of Alex Wurz was lying second but his chances of winning were scuppered when he slid off at Indianapolis, rejoining the action after a pit stop four laps adrift.

Wurz's car was to eventually take fourth.

That left the Peugeot driven then by Treluyer in closest pursuit of the Audi, setting up a dramatic climax for the 300,000 die-hard Le Mans supporters as the drizzle came down to further complicate matters.

With just 35 minutes to go, the tension in the Audi pits was palpable before their car came in for its final tyre change.

It sped out back onto the circuit with a mere seven-second cushion on the chasing Peugeot, which had pitted at the same time - the Audi mechanics high-fiving and back-slapping at a job well done.

Only unscripted disaster could now deprive Audi of a famous victory, and Lotterer avoided any mishaps to cross the line in front after 355 laps of tense racing.

Locally born Treluyer, who had handed the wheel to Lotterer a couple of hours before the finish, said: "That was a great job by everyone, it was a true team win. It's difficult to appreciate what we've achieved."

"It was a very hard race, that makes the win even better."

Courtesy AFP



TV's 403-driving Columbo, Peter Falk, dies

Peter Falk, the stage and movie actor who became identified as the squinty, rumpled detective in Columbo – one of the most iconic characters in police drama running over 30 years in prime time television – has died aged 83.

Falk died on 23 June in his Beverly Hills home, according to a statement released overnight by family friend Larry Larson.

Columbo drove a 1959/1960 Peugeot 403 Cabriolet.

As a fan site described it, Columbo's Pug was "battered and unbeautiful, eccentric and woeful looking, but still a classic. " Just like the actor.

Falk is said to have picked the Peugeot out himself, after seeing one in a parking lot at Universal Studios. The car's even said to be mentioned in one episode by Falk, and it was banged up at least four times in the weekly drama's seven-year first run on NBC.

Columbo's car was a major "character" in the series, a supporting player almost as

familiar and beloved as the Lieutenant himself.

Columbo's car, somewhat like his dog, was both a co-star and a sort of alter ego: battered and unbeautiful, eccentric and woeful looking, but still a classic.

The car was also one of Columbo's many



devices of deception: murderers take one look at the car, and assumed that only a fool would own such a relic. As always, they were wrong.

Like its human owner, the little Peugeot was a veteran – it went the distance and showed

no signs of being ready to retire. Man and machine, both a little wrinkled, a little wheezy and out-of-shape, but still on the job and getting it done. Appearances could be misleading, and no one could underestimate this plucky pair, the cop or his car -- they seemed a little quirky, but they would persist and prevail.

Columbo's other trademark was an ancient raincoat Falk had once bought for himself.

Columbo began its history in 1971 as part of the NBC Sunday Mystery Movie series, appearing every third week. The show became by far the most popular of the three mysteries, the others being McCloud and McMillan and Wife.

Falk was reportedly paid \$US250,000 (\$238,050) a movie and could have made much more if he had accepted an offer to convert Columbo into a weekly series.

He declined, reasoning that carrying a weekly detective series would be too great a burden.

Columbo – he never had a first name – presented a contrast to other TV detectives. "He looks like a flood victim," Falk once said. "You feel sorry for him. He appears to be seeing nothing, but he's seeing everything. Underneath his dishevelment, a good mind is at work."

NBC cancelled the three series in 1977. In 1989 ABC offered Columbo in a two-hour format usually appearing once or twice a season. The movies continued into the 21st century. Columbo appeared in 26 foreign countries and was a particular favourite in France and Iran.

After 25 years on television, the coat became so tattered it had to be replaced.

Peter Michael Falk was born September 16, 1927, in New York City and grew up in Ossining, New York, where his parents ran a clothing store. At three he had one eye removed because of cancer.

"When something like that happens early," he said in a 1963 Associated Press interview, "you learn to live with it. It became the joke of the neighbourhood. If the umpire ruled me out on a bad call, I'd take the fake eye out and hand it to him."

When Falk was starting as an actor in New York, an agent told him, "Of course, you won't be able to work in movies or TV because of your eye".

Falk would later win two Oscar nominations (*Murder, Inc.*, 1960; *Pocketful of Miracles*, 1961) and collect five Emmys.

In a court document filed in December 2008, Falk's daughter Catherine Falk said he was suffering from Alzheimer's disease.

New 3 pot turbo for Peugeot

By Daily Mail Reporter

13 May 2011

Between now and 2013, Peugeot plans to invest €175 million 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 3-cylinder turbocharged petrol engine.

The investment follows on from the Group's decision to extend its line-up of petrol engines with a turbocharged version of the 3-cylinder naturally aspirated petrol engine currently under development.

Series production is scheduled to start in early 2013, with an output of 320,000 units per year. This new engine version is based on the 3-cylinder 1.2-litre naturally aspirated engine, which will be manufactured at the Group's Trémery plant in eastern France starting in early 2012.

La Française de Mécanique currently builds petrol and diesel powerplants for Peugeot and Citroën models, as well as

the EP engine developed in partnership with the BMW Group.

With this investment, Peugeot has confirmed its commitment to maintaining extensive engine production operations in France.

Both the Nord-Pas-de-Calais region and Pas-de-Calais departmental authorities are actively supporting the project, which will support industrial development and economic growth in France's second-largest automotive region.

Commenting on the investment, Philippe Varin noted: "By producing this new engine at La Française de Mécanique, we will be able to leverage world-class manufacturing expertise.

And with its state-of-the-art environmental technology, the new powerplant will en-



able PSA Peugeot Citroën to strengthen its leadership in low-carbon vehicles.”

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

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

— from Automotive News Europe

Blast from the past

Peter Wilson

I was about to light a fire with some pages from the May 14-15 Weekend Australian Inquirer when this picture caught my eye.

It was this picture of a Peugeot 203 taken during the 1974 Redex Trial.

The Daily Telegraph's rally photographer, the late John Jones co-driving with reporter Tom Farrell in a Customline, snapped the drivers talking to an Aboriginal group somewhere between Mount Isa and Darwin.

Talk about Stone Age meets the Peugeot. It was run across two-thirds of a broadsheet page.

John gave me this copy, which

lost some sky in scanning, to run in The Pugilist in July 2003 when we covered the clubs' first Redex Rerun.

The subject this time wasn't about cars or rallies. The picture was used in contrast with a 2000s picture of another Aboriginal group to il-

lustrate an article on Aboriginal issues.

It pointed out the stark differences in the people. Those from the 1950s were lean, muscular and healthy while their countrymen were obese and very likely to be suffering from diabetes and hypertension.



Car 52 could have won

Peter Wilson

Tom Farrell was among the leaders when the 1953 Redex Reliability Trial began the home leg from Canberra to Sydney.

The Daily Telegraph reporter had shared the driving of the new Ford Custom-line with photographer John Jones, they had covered the demanding journey and with no points lost they had as good a show of winning as several others.

A tie-breaking extra stage near Marulen was sprung on the drivers, with mega-penalties for any slip as a tie-breaker.

The narrow, winding goat track through bush, over rocks and mud, and across Paddys River in a state of semiflood was a horror stretch indeed.

Tom tried his best with the big, heavy Ford, but saw their penalties build up at four points a minute.

"We were worried because the water was pretty deep," he told the club's June meeting. "There was a steep track down to the water and a steep track up again.

"Ken Tubman had a better lock than us and got around the bends faster. He was a very good driver and he got through with his ignition dry, while we dropped six or eight points."

So the big car favourites were no

match for the nimble leading Peugeot.

Mind you, Ken Tubman took a wrong turn and lost points as well, but he and John Marshall had the lead and the victory, as they discovered when they got past the tremendous welcome of thousands of tooting cars and vast, cheering crowds lining the streets from the outskirts of Sydney to the showground.

However, the Peugeot win settled one thing for Tom and John, who finished 14th overall.

They didn't have to argue with their boss, Sir Frank Packer, the sometimes penny-pinching father of Kerry, for the £1,000 cheque. Sir Frank had said that seeing that he paid the entrance fees and petrol he should have the prize.

"It was a different era," Tom said after he held a packed meeting room spellbound with his clear memories of 50 years ago.

He told eloquently of Redex adventures and also some inside stories – Tom broke the story of the Australian Sporting Car Club's plans to stage the trial and then

convinced Sir Frank that he'd get some good stories if he took part.

After the first trial, Sir Frank sent Tom to take hard-up Redex chief Reg Shepherd to "a good dinner" and offer him the then vast sum of £100,000 to call the 1956 event the AM Redex Trial to promote the latest Packer upmarket magazine, AM.

Shepherd was sorely tempted, but stood his ground. "I could do with the money, but no, it would not be the same," he told Tom.

Tom and John were working as well as



driving, but with difficulty. "Each team was completely isolated – we were on an island of our own and all had adventures on our own. We had no idea of what was happening to the others," he said.

So when he could, Tom wrote an exciting account of their day's drive through bush roads and tracks that few Australians had experienced.

The trial was followed eagerly through radio reports, newspapers with positions updated several times a day and on the cinema newsreels, filmed from the Cinesound Peugeot 203 wagons that met and chased competitors.

"In Sydney, the Sun and the Mirror started putting out afternoon posters that simply said: 'Redex latest'." Tom said.

John said: "It was hard. We would get to a control, argue with the officials, try to find some food, then for the next few hours Tom would write his stories and I would try to find a toilet or somewhere to process the film – the conditions were so primitive – and then try to find someone to take it back to Sydney.

"We were lucky if we got a few hours' sleep."

Tom said: "It was hard to keep awake. A doctor gave you some wakey-wakey pills, but they reduced the appetite and gave us a terrific thirst."

On one rally they didn't see a bed between Mount Isa, Darwin, Katherine, Broome and Port Hedland.

"We were all pretty ragged," Tom said.

John Cummins, who settled for rescue duty with the Chamberlain tractor for the chance to take part in later rallies, said on his first rally he "didn't see a bed between Perth and Sydney".

Tom said: "The tractor was great for people in trouble. There were sand patches, creek beds and washaways that could catch drivers out."

But the conditions and privations did not dampen their enthusiasm and the Daily Telegraph team ran in the 1955, 1956 and 1957 Redexes and the first Ampol Round-Australia rally.

Conditions were hard on the cars. On the big cars, the shock absorbers failed where they joined the chassis and the suspension.

Air filters were inadequate to deal with the fine dust, which chewed up engine bores and Tom said he saw one with enough wear to insert a pencil beside the piston.

Tom told of topping a rise rapidly about 2 am on the 1953 rally and seeing a line of children just standing across the road. The competitors were told there was a meal waiting at Bellingen if they took a 20-minute detour. But they couldn't afford the time and pressed on.

After a two-hour sleep at Charters Towers, they struck a sign pointing in the wrong direction – a rival's attempt to mislead drivers.

On the road to Mount Isa, the car's sump guard became wedged firmly on the railway line.

A signalman came and asked if they would be there long. He said he wouldn't bother with a warning signal – there was little hope of stopping

a train hauling 1,000 tonnes of ore and traveling at 70 miles an hour.

"We panicked a little bit," Tom said. "We flagged down the first car, a prewar Oldsmobile, and others that followed. We eventually had a football team and together we lifted the Customline back on the road."

Jack Murray with the Chrysler Plymouth "was a lovely bloke and Bill the scrub clearer introduced him to gelignite", Tom said.

Jack rolled his car two or three times. It landed on the roof. Jack climbed out and asked for a spanner. "While I've got it like this, I might as well adjust the brakes," he said with all seriousness.

In one rally, Jack and Bill found a Hillman team broken down and stuck in a creek bed. They negotiated a deal to tow the car to Broome if they could have the car's good battery.

"They towed them along a dreadful track, somehow completely forgot they were on the back and went faster than the Hillman would have gone if it had been driven," Tom said.

Tom and John were dismayed on the 1955 trial when they lost their lead when they struck at 60 mph a bit of track where bulldozers had dug out a bogged road train.

They were determined to keep moving.

"We got our car going again," John said. Two rods stuck through a hole in the floor changed the gears, but John had to position himself upside down by the hump as the car bumped along. He recalled: "Tom would say:

“Give me first,” “Give me second,” and I would work the rods.” Such teamwork!

They suggested to Ford in Detroit that the gearshift be on top of the gearbox to avoid rock damage from underneath but were told it was “impossible”.

John said Tom wanted a modified trip meter to help his navigation, but an instrument maker said it couldn’t be done.

Instead, he took a bag of parts and with counters and multiple speedo drives invented a forerunner of the Aldis.

The pair of them got Dunlop to make rubber tanks so that they could carry extra petrol in the back seat to give them vital extra range.

John bounced on his chair to demon-

strate how they just had to sit heavily on the bladders to force petrol out of a tube and into the tank.

What a night of memories Tom and John shared with members!

Doug Smith said it was the best club evening he had been to.

It was indeed a treat to see the old team from Car 52 of 1953 back together, still sparking off each other, and giving an insight into the spirit, the enthusiasm and the sheer love of a challenge that took them so far around the country so many times.

