

ROAR

Magazine of the Peugeot Association of Canberra



Don't forget the PAC AGM on Tuesday, 25 October

October 2011

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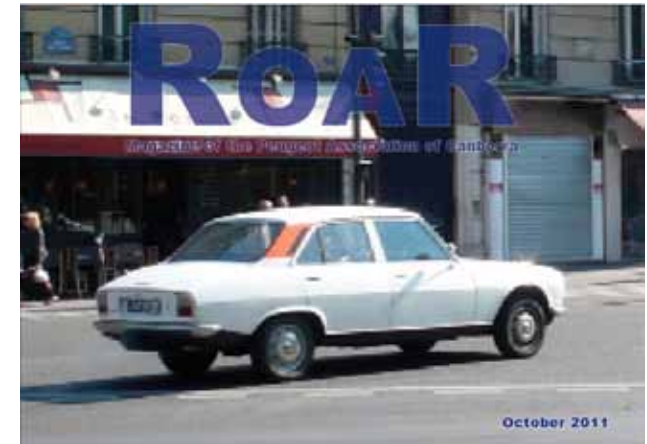
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ON THE COVER

A rare sight these days, a 504 sedan on the streets of Paris. Photo Peter Rees.

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(PAC)

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

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

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Greetings all,

Last month's car selling sagas are over – I duly traded my 407 to Melrose Peugeot and received a cheque in return, while the sale price for my 203 wagon was renegotiated to the original asking price.

I'm also pleased to report that after sitting in a shed for several years, the 203 wagon is registered and on the road again. The car has been put on full registration, rather than concessional (club) registration by the new owner, so expect to see the "grey ghost" around town - the car was painted in what might best be described as "Battleship Grey" undercoat many years ago by a previous owner, but neither he nor I ever got around to doing a proper paint job.

I originally bought the 203 wagon about 20 years ago, when I was living in New Zealand. It was the last known 203 wagon in New Zealand and I brought it to Australia in 1994, along with my New Zealand assembled 404. The New Zealand rego papers indicate that the 203 was first registered as a hearse, which is interesting for a couple of reasons – firstly, it's not exactly a big car and secondly, the original colour appears to have been a fairly bright blue!

Anyway, with the sale of the 407 and 203 wagon, Sue and I are back to being a 4 Peugeot family (1949 203 sedan, 1967 404 sedan, 2001 306 HDi sedan and 2011 508 HDi sedan) - a perfect fit in our 4 car garage!

Sadly, while I was away recently, the 306 stopped dead, refused to start and had to be unceremoniously towed to Bill McNamee for what turned out to be a tricky-to-diagnose fault. On computer interrogation, the fault appeared to lie with the camshaft and crankshaft sensors, which Bill duly replaced, but the car still refused to start. Eventually a broken wire leading to the sensors was identified as the true culprit and the 306 leapt back into life.

The October club meeting is also our AGM, so



I encourage a good turnout at the Irish Club on Tuesday the 25th. The AGM will start at 8 pm, with dinner from 7 pm. I will bring the 508 for those of you who want to inspect it.

Keep on Pugging,

Brad Pillans

Brad Pillans

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CLASSIFIEDS

FOR SALE

Peugeot 207 GTi 2008

Peugeot 207 GTi 2008 1.6 L turbo intercooled manual hatch (see photo at right). Red. 75,000 kms. Original 17" wheels have been painted black with 4 new tyres Full service history 2 remote keys. Always garaged. Car is in perfect condition, no scratches or dents. All Gti sports features including: moon roof, cruise control, speed limit control, climate control, rear parking sensors, tyre pressure sensors, directional head lights, 6 stacker MP3 player, bucket seats, automatic lights, automatic windscreen wipers, automatic locking. Selling for \$19,000 ONO. Rosie Barnes, 02 6280 9980, www.mmminteriors.com.au



CLASSIFIEDS

FOR SALE

405

1995 405. Silver paint, restored bumpers, body very straight, genuine Peugeot mags, sunroof (manually push open and close), 230,000kms. Has a hole in rear muffler and possibly needs mechanical work (engine smells a bit once hot), but otherwise runs very well. Air con/heating no longer works. It has electric windows, central locking, CD player with new 7x10 inch kenwoods on rear parcel. Rego until April 2012. Basically looks the same as the silver Wikipedia entry for Peugeot 405. \$1,200 negotiable, contact Scott on 0400 088 428

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. Wendy on 02 6231 5485, Wanniasa ACT.

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

CLASSIFIEDS

FOR SALE

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

Parts

202 Peugeot Bearings. Big End Bearings 2 sets (Conversion 0.8 mm), 202 Peugeot Bearings. Main Bearings 1 set (0.8 mm), \$500 ono for the lot. J. Molvig, Near Cessnock NSW, 02 4998 6152

Wanted

404 cooling fan

nylon cooling fan
pair of pivot arms bushed
please contact Graham Taylor at graham.taylor@canberra.edu.au or on 0427887306

CLUB EVENTS 2011

Calendar

- 25 October** **Annual General Meeting.** Canberra Irish Club, 6 Parkinson Street, Weston. As usual, dinner will be from 7pm with the meeting starting at 8pm.
- 29 October** Marulan Track Day, MDTC.
- 5 November** French Car Day, Telopea Park School, in conjunction with their annual fete, 2.30 p.m. – 7 p.m. Bring: Your French car or bicycle for display.
- 13 November** Marques in the Park.
- 18-21 November** Worm weekend at Mansfield.
- 22 November** Club meeting, 8 pm at the Irish Club in Weston Creek. As usual, dinner will be from 7 pm.
- 4 December** Lakeside BBQ.

The 2011 Worm Weekend at Mansfield

This year's Worm Weekend will roll out from Friday 18 to Monday 21 November at Mansfield in Victoria's high country.

With assistance from Mansfield Tourism we have put together a great weekend that has it all. Interesting sights to see as we travel great worm roads, good food and fellowship.

Accommodation is being organised at The High Country Holiday Park with everything from camp sites to three-bedroom cabins available, plus two motels, both of which are within walking distance of the centre of town.

To book for the weekend ring 1800 039 049 and say you are with the Peugeot Car Club.

After last year's Nagambie weekend, we didn't think it could get any better, but I reckon it will be, so hope to see you there.

For more info: Milton Grant 0419 406 056.

The basic framework for the weekend will be:

Friday – 5.04 drinks with special guest followed by an informal dinner.

Saturday – after a short briefing we drive to a historic riverside town for lunch.

Then let's go travel some great worm roads.
5.04 drinks and Presentation Dinner

Sunday – morning photo shoot and short drive to lunch. Pleasant drive to afternoon tea and farewell.



Peugeot Easter Pageant 2012 at Young

The New South Wales club is hosting the 2012 Easter pageant at Young and you are invited to participate in this fantastic weekend.

Arrangements are being made and finalised for events during the weekend, but costings are yet to be determined. These will be published as early as possible, being dependent of service provider's quotations.

However, accommodation is your responsibility and the club recommends either of two venues.

The Cherry Blossom Motel – a clean but older style motel that will be the headquarters for the pageant and venue for breakfast. A discounted rate is offered for this motel and booking may be made by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your discount. The whole of this motel has been booked for us.

Others who want something a bit classier may chose the Colonial Motel which is diagonally opposite. It has 15 rooms and eight apartments, with covered parking. The phone number is 02 6382 2822 or visit www.colonialmotelyoung.com.au When booking, mention the Peugeot Car Club.

The choice is yours. The owners of both motels are expecting bookings for the weekend.

There are other venues in the town and they can be found by visiting the Young tourist information website at www.visityoung.com.au.

You may want to arrive at Young earlier and stay longer. There is

a lot to see and do in the area, and one suggestion I have for you is to visit the nearby town of Wombat and pat the wombat's nose for good luck.

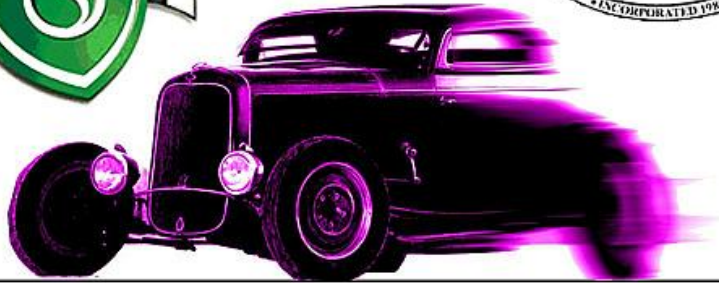
Another suggestion is to make your booking now get in early to take advantage of the arrangements that have been made for your benefit.

A registration form will be published in the next month or so for Easter 2012. In the meantime, if you have any question, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697.

So, see ya in Young, 2012. — Ross Berghofer, president of the Peugeot Car Club of New South Wales.



Lions rule: Peugeots have almost taken over the main street of the country town of Young at a club gathering in 2003.



Council of ACT Motor Clubs Spring Time Event



Marques in the Park

**John Knight Park
November 13th 2011**

On display
Vintage, Veteran, Historic,
Classics, Hotrods, Customs,
Choppers, Harleys,
Street Machines



www.actmotorclubs.org.au



Outback Trips for 2012

Outback 2012 – Vic, SA and NSW – Tuesday 24 April to Wednesday 2 May.

The 4 States Desert Trip – Tuesday 26 June to Tuesday 17 July. Will include Flinders Ranges, Oodnadatta Track, Coober Pedy, Chambers Pillar, Alice Springs, Sandover Hwy, Mt Isa and Birdsville.

Exploring Murray Sunset, Hattah Kulkyne & Little Desert National Parks – Sunday 14 to October to Friday 19 October. We will be based in Ouyen Caravan Park for the 5 days.

All trips are suitable for Peugeot rear-wheel-drive vehicles only.

Contact Hank Verwoert: verwoert@netspace.net.au for further details.



Peugeot 4007 becomes the bargain of the SUV market

21 September 2011

The strong Australian dollar has helped Peugeot Automobiles Australia significantly reposition one of its most engaging models, the 4007 sports utility vehicle.

Buyers can now drive away in a stylish new 4007 for just \$37,990, or \$133 a

week to approved business use buyers. "This is a significant reduction which has been achieved through both the increased value of the Australian dollar and some tough negotiations with the factory,"

Peugeot Automobiles Australia Marketing Manager, Richard Grant, said. "We believe it represents unparalleled value, especially given the 4007's generous specification level. "The entry level ST includes on-demand 4WD, six airbags, rain-sensing wipers, Bluetooth, climate control, cruise control, acoustic parking sensors, ESP and one of the smartest tailgates in the business.

"The SV adds automatic transmission, a third row of occasional seats, leather upholstery, an electrically-operated driver's seat, front seat heaters and Xenon headlights, as well as 18-inch alloy wheels.

And it still comes in at comfortably less than \$50,000 drive away. "The 4007 has now become one of the great bargains of the entire SUV market and is utterly unmatched among European marques. We're very excited about the potential of the model and we're looking forward to welcoming many more owners to Peugeot's ranks as a result. Peugeot Australia



Thorns in the lion's paw

Peter Wilson

With new vehicle sales bouncing back in August, particularly in New South Wales and particularly of Toyotas, and two new key models becoming available, things might have been much better for Peugeot.

Official figures show Peugeot's new registrations remained stable, at 402 units, one better than the previous month and 18 down on the previous August.

This was below the year's average monthly result of 467 units, below the previous year-to-date average month of 488 and below the 2010 monthly average of 454.

It raises the questions whether the lion will be roaring again or whether this is the new reduced pawprint for Peugeot in Australia.

However, dealers consulted were positive. "Inquiries are strong," a Sydney salesman said. "People are interested in the cars, but they are taking their time." Or, the cars they want are not available immediately, another pointed out. And then there was the thorny Renault factor.

The French rival is using its increased Korean sourcing of vehicles

as a way of discounting its cars heavily to shake the market and get its numbers up. For instance, a Renault model might offer incentives such as free leather, three

years' servicing etc for the same price as the equivalent Peugeot.

Only 54 508s were registered, the VFACTS report shows. In comparison, when the 407 arrived, over a hundred went on the road every month in its first year.

Automobiles Peugeot created a problem when it switched to what has been hailed as an outstanding new model. It cannot produce enough to meet demand and there was that problem with a key diesel component from



Japan.

In Europe, the 508 had bumper sales of 57,000 in the first half of the year and a strong order book. In the UK, the target for this year was a modest 6,000, but

fleet interest there has been high and sales are expected to top 10,000.

Australian launched the model with limited stocks and further supplies are on the way, with a delay because of the factory shutdown for the August summer holiday.

A major Sydney dealership sold its stock quickly and took orders to account for everything coming until Christmas. At least it held on to its demonstrators to show the 508 to customers interested in buying one next year. The CC models had similar long waits when they were introduced in limited numbers.

Another dealership had a couple of 508s in stock mid-September while another said it was down to its last, though "the only one left" is a famous old sales pitch.

The other problem was unsold old-fashioned 308s. Some dealers did not offer the facelift model until they cleared the old ones so they moved slowly. The result was sales of 308 models fell to 101, the second lowest for the year for what should be Peugeot's most popular model, with 1,217 year to date.

The 207, with 132 registrations, had its second best month this year and for the second time beat the 308. Again, interest was highest in Victoria.

The 3008 was really down, its 21 sales the lowest so far this year and a third of the previous August. In 17 months, 868 are on the road.

In the sports category, the RCZ also reached a low, 18 in August. Peugeot said the 30,000th unit of this model was assembled in Austria on June 21. It is now

sold in 80 countries, with the most success in France (7,337 to May), in the UK (4,070) and in Germany, with a third of buyers opting for diesel models. Australian sales of the RCZ to August were 370.

Mitsubishi has ended the earthquake drought of the 4007 and Peugeot had 21 sales of its SUV in August after supplies resumed. A hefty price cut is expected to make a dramatic improvement – discounting achieved 95 registrations in March and 60 in April.

It was a good month for Peugeot's commercials. Twenty Partners equalled the best month this year while the five Experts were the second best month.

Meanwhile, Renault's slash and burn campaign convinced 401 buyers in August that a diamond badge was a motorist's best friend – its best result since its relaunch and just one unit behind Peugeot.

That was a 278.3 per cent improvement on 106 the previous August and almost doubled the year-to-date to 2,209.

Things moved across the range – 90 Koleos, 68 Megane, 61 Fluence, 37 Sport Megane, 19 Megane convertibles, 11 Clio

plus a commercial result that Peugeot would envy, 47 Trafic, 36 Kangoo and a Master.

Citroën also made a modest improvement in August, lifting sales to 132. The strong sellers were the C4 Grand Picasso 29, C5 29, DS3 26 and C4 21. It has sold 959 units year-to-date.

Toyota led bumper national sales of 88,802 vehicles with 15,885 registrations in August. Holden had its best result since 2007 with 11,534, with strong sales of its Commodore (3,682) and Cruze (3,234) models, while Mazda beat Ford with its best monthly result of 9,138 vehicles.

Australia's best-selling model in August was the Mazda3 (4,234 ahead of the facelift).

The Pugilist



Peugeot's Subaru Forester fighter

Matt Campbell
September 30, 2011

Peugeot didn't have a single SUV to its name in Australia less than two years ago, but from next year it will have expanded its soft-roader line-up to three with the addition of its new 4008.

The 4008 has been unveiled ahead of its official debut at next year's Geneva motor show, and is due to arrive in local showrooms in the second quarter of 2012.

The compact soft-roader is expected to fight for market share against the likes of Volkswagen's Tiguan, Mazda's upcoming CX-5, Nissan's Dualis, and the car on which the 4008 is based, the Mitsubishi ASX. It will also go up against larger competitors, such as Subaru's Forester and Nissan's X-Trail.

Despite its model name, the 4008 neither replaces the 4007 that launched here in late 2009 and nor is it bigger than the model that is also based on a Mitsubishi - the mid-sized Outlander.

Globally, the 4008 will be offered in a choice of two- and four-wheel-drive. It will be offered with a choice of 1.6-litre and 2.0-litre petrol engines (producing

85kW/152Nm and 113kW/198Nm respectively) and two turbo diesel mills - an 82kW/280Nm 1.6-litre and a 1.8-litre producing 110kW and 300Nm. Transmission choices will include five- and six-speed manual gearboxes or a continuously variable automatic transmission.

Australian specifications aren't yet available, but logic would suggest the larger-capacity petrol and diesel versions ahead of the smaller engines.

In terms of styling the 4008 boasts the French brand's more substantial new design lan-

guage, with a bold front bumper design incorporating the brand's new family "floating" grille design. Despite its muscled look, the 4008 is small in comparison to some of its competitors, measuring just 4.34 metres in length, 1.80 m wide and 1.63 m tall.

Peugeot Australia says the new model will sit alongside its 3008 and 4007 soft-road-ers, and that it will be offered with generous equipment levels. Expect models sold here to come standard with a panoramic glass roof, Bluetooth/USB connectivity and LED daytime



running lights.

Peugeot Australia marketing manager Richard Grant saying the 4008 will give buyers yet another option in the booming crossover segment.

“The compact SUV segment is exciting and growing and the 4008 will considerably broaden our appeal across the market,” Grant says. “It will be our compact SUV while 3008 is our luxury compact offering. For its part the recently repositioned 4007 will appeal to buyers who need something a bit bigger, especially if they need to tow.”

In Australia, the compact SUV segment has fared better than most market segments in 2012, with sales up 4.9 per cent so far in 2011 in a market that’s down by 4.4 per cent overall.

The current segment leader is the ever-green Subaru Forester, with Nissan’s X-Trail and Hyundai’s ix35 close behind.

Sydney Morning Herald

Peugeot VeLV concept revealed in Paris

The Peugeot VELV Concept is the latest design in compact urban mobility to emerge from Europe.

Despite its diminutive dimensions, the VELV Concept can actually seat three people. Although Peugeot officially calls it

a three-wheeler, the VELV clearly has two wheels on its compact rear axle, as well as a more conventional, car-like front axle.

The VELV’s electric propulsion system incorporates an 8.5kWh lithium-ion battery pack and a 20kW electric motor. Weighing just 650kg (about half the weight of the average small car), the Peugeot VELV Concept has a full-charge range of 100km and is capable of accelerating up to 110km/h.

Peugeot says the concept consumes just 85Wh of energy per kilometre, giving it an environmental footprint equivalent to a train trip.

Thanks to



its size, it is also particularly manoeuvrable in the city, with a tight turning circle radius of just 7.2 metres.

The VELV Concept is the French manufacturer's response to its compatriot, the Renault Twizy, which goes on sale in Europe later this year. It follows a string of concepts unveiled at the recent 2011 Frankfurt Motor Show, including the Audi Urban Concept, Volkswagen Nils, and the Opel RAK e.

Peugeot has not revealed any intentions to turn the VELV Concept into as production reality.

Peugeot clinch one-two victory at Petit Le Mans

Giles Richards
The Guardian
2 October

Peugeot have clinched both titles in the Intercontinental Le Mans Cup with a decisive one-two win at Petit Le Mans, the sixth round of the competition held at the Road Atlanta circuit.

Their rivals Audi had stayed in the fight until a controversial incident three quarters of the way through the race saw their final challenging car end up in the wall

on the back straight.

The victory went to the No8 Peugeot of Franck Montagny, Stéphane Sarrazin and Alex Wurz, who between them have now notched up some impressive milestones. It is the third time in a row that Peugeot have won Petit, and also the third consecutive win at the race for Sarrazin and Montagny. While Wurz has now taken the chequered flag at all three of the endurance racing classics: the 24 Hours of Le Mans, 12 hours of Sebring and the 1000 miles of Petit Le Mans.

The trio's car had started third on the grid but the initial stages of the race were domi-

nated by the pole-sitting No7 car of Anthony Davidson, Sébastien Bourdais and Simon Pagenaud duelling with the No1 Audi of Romain Dumas, Marcel Fassler and Timo Bernhard that had also started on the front row.

A short circuit, with lap times of around 1min 10secs for the prototypes, traffic is always a problem at Atlanta especially with a field of 52 cars and the opening period was marked by several full-course cautions and the safety car on track.

It took its toll on the Audi of Allan McNish, Tom Kristensen and Dindo Capello, who took damage after contact with a slower



car and never fully recovered their pace, a clutch issue then put them 40 laps down and out of contention later in the race. A fate shared by the No7 Peugeot which, although it had avoided contact, suffered gearbox issues and had to retire on lap 78.

It left the No8 Peugeot battling for the win with the No1 Audi, with the added complication of the privateer Oreca team, despite running last year's Peugeot 908 and several laps down, often in the mix between the two.

The fight was decided in the eighth hour of the race, when Dumas, who looked to have the quicker car, attempted to squeeze between Montagny, who had been held up on the exit of turn seven and a slower GT car on the back straight.

Unfortunately Dumas attempted to dive through the gap just on the approach to the left hand kink of the straight. Montagny moved over on to the line, the Audi was squeezed left and clipped the slower car. The run off on the straight is barely two cars' width of grass and there was nowhere for him to go. He finished unhurt but with the left front of the car destroyed in the wall and leaving an untroubled run to the finish for the factory and the privateer Peugeots.

Audi's racing chief Wolfgang Ulrich was unhappy and angry with Montagny, believing he had moved over deliberately, and in the immediate aftermath of the incident said: "I see now why he will never drive for me."

Montagny responded by insisting he was not to blame: "I'm sorry about what happened but you can't say that Peugeot has made a bad move," he said, adding after the race: "Romain took a jump into the hole that was only open for the Porsche. I was really sorry to have a fight like this and finish. We'd like to battle on the track. But we had a great race and had a good car."

But Dumas, too, was unhappy with Montagny, doubly so because the pair are friends. "I'm so disappointed for the team, for that action with three hours to go makes no sense; it pushed me on the grass and finished like that. It was completely stupid," he said.

"It's a complete shame, because we have been friends for more than 20 years, I brought him to the track with my rental car. Why did he have to do it like that? Why do he do stupid things like that?"

The race director decided the clash had been a racing incident and it was not investigated, which left the works Peugeot to take victory after 394 laps in nine hours 35 minutes, while the Oreca Peugeot of Marc Gené, Nicolas Minassian and Nicolas Lapierre, the winner at Sebring earlier this year and in the car's final race before retirement, came home second, five laps down. Aston Martin will also have taken cheer from the third place of their Lola coupe driven by Adrián Fernández, Stefan Mücke and Harold Primat, having had a tough season in which their new prototype, the AMR One, barely raced at all due to technical problems.

"Our team reacted very well after [our

early] stop-and-go [penalty]," said Sarrazin after the race. "There were no mistakes. It meant a lot to get the championship here. The focus was to finish the race. It's the first win this year for us [drivers] and an amazing dream."

The victory gives Peugeot both the manufacturers' championship and Team Peugeot Total the team championship titles in this year's ILMC. Including the Oreca win at Sebring, the marque has won every round of the competition, except the one they would undoubtedly wish to win over all others – the 24 Hours of Le Mans, where Audi took the honours. They vie for that crown and the titles again next year when the ILMC becomes the FIA World Endurance Championship after the final race of this season in Zhuhai, China in November.

The Level 5 Motorsports HPD of Christophe Bouchut, João Barbosa and Scott Tucker won LMP2, but the French team Nissan Signatech clinched the title in the class. In GT, the AF Corse Ferrari 458 of Gianmaria Bruni, Giancarlo Fisichella and Pierre Kaffer saw off a lengthy battle with BMW only to be chased down by the Flying Lizards Porsche, with the Italian team eventually taking the win barely a car's length ahead. Ferrari lead BMW by 28 points in the manufacturers championship which will be decided in Zhuhai.

How to fit disc brakes to a 403

One of the good things about early Peugeots is the interchangeability of parts, this is a big help when you are updating components.

Richard Marken

I have been running my 403B for 18 years now with 4 wheel disc brakes and a BA7 5 speed gearbox.

The engine is also slightly warmed up, producing 97 BHP at the rear wheels. This makes for a car that drives as well as most modern vehicles with a whole lot more style.



I originally fitted up front discs on the 403 more than 25 years ago. I had then intended to fit a set of 404 front hubs, rotors and calipers.

I acquired a pair of late 404 hubs with rotors which were worn out and, as I was having trouble sourcing new rotors and a pair of 404 calipers, I elected to fit 504 calipers and rotors.

This is a fairly easy conversion; the 404 hubs are a straight swap for the 403 hubs, same bearings and bolt patterns for

the wheels. I also fitted 404 sedan wheels at this time; they're half an inch wider and allowed a better selection of tyres.

I used 504 front rotors and re-machined the back of the 404 hubs to accept 504 rotors and attachment bolts (4 instead of 3). The mounting position of the caliper is a tricky bit of work, as you do not want it to foul any of the suspension or steering bits as





you turn and also as the suspension works, this dictates a trailing caliper.

The caliper mounting bracket is actually quite simple. As a template you can use a caliper mount from an early 504, these are a bolt on unit. From this you can determine the thickness and attachment bolt positions to fit the caliper in the correct position on the disc rotor.

Once again you will find that the attachment bolts for the early 504 caliper bracket and the 403 brake backing plate are the same size so you know that the bolts you use on the new bracket are up to the job.

The steel to be used for the caliper mounts has to be of higher grade than mild

steel, a 1045 or a bisalloy 80 is ideal as it is easily machined and cut and will not stretch or crack under severe loads. To finish off the front disc brake conversion I made up braided stainless steel brake hoses to suit and removed the check valve from the brake master cylinder.

If you fail to do this the calipers won't release properly from the discs, not a good thing. I also fitted a remote brake booster, a 'PBR' VH44

unit, these were easily obtainable 25 years ago, I have replaced one since.

While the actual braking power was not a lot better than the drum brakes, the improvement in repetitive stopping as on mountain ranges and being able to stop in a straight line i.e no pulling to one side, and not having to overhaul the brakes after every wet season made these conversions worthwhile.

Not long after fitting the front discs and moving to Brisbane, I was in the throes of rebuilding the front shocks and the steering rack.

Having purchased a spare rack and some new parts from Graham Wallis in Victoria, I spent a bit of time looking at how the steering system worked and its shortcomings, in particular its inability to self-centre.



This is because of the load from the rubber rack end bushes as you turn from lock to lock, this load is transferred to the rack and causes it to not only bind but also causes excessive wear in the housing.

To correct this I went to ball joints similar to the 505 tie rods, which unfortunately don't suit the 403 rack but Toyota Camry ones do.

You still have to shorten them but you end up with a much lighter steering system that self-centres and the adjustment is at each tie rod end, much simpler and a better feel at the steering wheel.

In 1991 I took the 403 off the road for a total resto. As I was reassembling it in 1993 I noticed brake fluid leaking onto my nice new 15 X 6" widened rims. It was at this point that I decided that I'd had enough of drum brakes

and set about fitting rear disc brakes.

To achieve this end I used 504 rear calipers and 504 front disc rotors. The front ones were used because they have a greater offset from the rotor to the hub mounting face; this was required so as to have the caliper mounting bracket positioned in line with the original brake backing plate position. This means that the braking forces are still acting in the same plane as with the original drums. With this type of modification you do not want to introduce any additional twisting loads or moments if you can avoid it.

The caliper mount is sandwiched in the bearing carrier as per the backing plate and machined to be a slide fit over the axle housing. This helps transfer the brake loads to the housing.

I still use the original handbrake, having had a pair of custom made cables manufactured by flex-tool, a company that specializes in flexible drive systems and cables.

The 504 front rotors are bolted to the inside of the rear axle flanges, into which I machined a mounting surface and drilled and tapped to suit the STD disc

mounting bolts.

The rotors were machined down in thickness to suit the rear calipers. I still use the 403 master cylinder, however if I were doing the conversion today the main thing I would change would be the pressure switch at the master cylinder for the brake lights. Pedal pressure was reduced to the point where only real heavy braking would make the brake lights come on.

I fitted a mechanical switch from a 504 on the brake pedal to solve that issue.



In the photos you will notice that I have 4 stud axles and hubs, this was a change that I made about five years ago so I could fit the performance mag wheels to the car.

With about 80,000 miles on the widened steel wheels fitted in 1993 I was having trouble with wheel wobble or shimmer through the steering wheel, and after having the wheels straightened and remachined and being no better, I traced the problem to the fact that the 404 and 504 steel wheels centre on the mounting stud and once the stud hole in the wheel has enough wear in it, it is game over as far as balance goes.

The performance minilight replica wheels are a 504/505 6" X 15 with a custom offset to suit the 403. The front hubs were a straight changeover; early 504 have the same bearing as 403/404. The rear axles require a lot of machine work, but with a pair of 504 rear flanges and a lathe anything can be achieved. In the 18 years and 100 000 miles since I restored and modified the 403 the only brake problems I have had has been a sticky hand brake a couple of times.

I just last month rebuilt both back calipers for the first time since 1993, I have only replaced the front pads once. Happy stopping,

Peugeotmania.

Another rodent story

Ian Steele, Citroen club

G'day I'm Steeley from the Citroen Club and I was just reading one of your mags and saw where somebody had a rat derail the alternator belt in his Mi16.

Well just after Easter a few of us club members were out at Nindigully camping with several local mice.

There were holes chewed in tents & tucker bags & things like that. We left and thought no more of them.

About 5 days later we were home in Maleny and the VERY next morning on start up the starter motor laboured then I heard tinkle tinkle about 8 times.

This isn't a sound one hears very often but I knew exactly what it was, yep, valves & pistons having a little kiss. It didn't exactly run very smooth either.

What the hell, I've just fitted a new timing kit. So off comes the cover and here is the hide of a mouse hanging on a stud between the cam pulleys. The little shit couldn't keep up causing the exhaust cam to be out by 3 teeth, the inlet out by 2 teeth.

I reset the timing and it ran well, and compression was 170 or so. We used it like that for a few weeks but I didn't reckon it was quite right so pulled the head off, to be told by the head man that there were no bent valves. Work that out!

So it got a head job and all's well. I've

heard of it happening to a new BX 16v while still under warranty. Maxim Motors snuck that one through on warranty. See a few of you at Gym-pie for the Rattler Ride.
Peugeotmania



Peugeot Association of Canberra Minutes of General Meeting 8pm 27 September 2011 Canberra Irish Club Weston ACT

Persons Present

Neil Sperring (Chair)
Glen Bryden
Ross Stephens
Bill McNamee
Jim Taylor
Neil Birch
Derek Flannery
Daniel Fowler
Rick Phillips (Minutes)

Apologies

Brad Pillans
John Bower

Introduction

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

Previous meeting

The minutes of the previous meeting were accepted.

Financial position

Glen reported that the PAC had \$11,259.38 in the bank as at 26 September 2011.

Inwards correspondence

Magazines from Peugeot clubs from other states were received and made available at the meeting for viewing.

CAMS provided information about their organisation. As the minimum cost is about \$400, the Club decided not to join.

Web site

The web site has been updated with new details of Committee members and details of forthcoming events etc.

Insurance

Glen reported that insurance is due for renewal by the end of the month. The cover and premiums are as follows:

- Public Liability – cover increased from \$10m to \$20m. Premium \$488.00 (80 members at \$6.10 per member).
- Management Liability - \$5m cover – premium \$125.
- Voluntary Accident (covers members for some costs if injured or killed while doing work for the club) – Premium - \$60 (\$0.50 per member with a minimum of \$60.).

Total \$673.00.

It was moved by Daniel and seconded by Jim that the insurance be renewed. Carried.

Action: Glen to arrange for renewal of insurance.

Forthcoming events

The calendar of forthcoming events was distributed. It has also been placed on the web site.

Council of ACT Motor Clubs

The AGM was held on Sep 11.

The Council has about \$11,000 in the bank. Office bearers were elected – there were some vacancies.

The Regulator's, Auditor's and President's Reports were tabled at the PAC meeting.

New Shannon's office

Neil reported that Shannon's have a new office in Fyshwick on the Canberra Avenue service road. The office has meeting rooms available for use.

AGM

The AGM will be held on 25 October 2011. The Secretary's position will become vacant..

Close

The meeting closed at 8.45pm.