

ROAR

Magazine of the Peugeot Association of Canberra



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ON THE COVER

A Peugeot 308 in Bath, Great Britain.
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,

I'm writing this column in the Qantas Club Lounge in Adelaide after spending two weeks travelling in South Australia, sadly not in a Pug.

Needing to cover a fair bit of territory from the Coonawarra area in the south, to the Flinders Ranges and Andamooka opal field in the north, I rented a Corolla from Budget at Adelaide airport. It turned out to be a fairly well-travelled car - 50,000 km, which is getting towards the end of its life as a rental car.

It also had quite a few minor paint chips and scratches, some of which I had to point out because they had not been documented on my contract. Not a great car, but it did the job. Cruise control would have been nice, though.

On picking up the car, I was asked where

I was going – “North of Port Augusta?” the girl behind the desk asked. “Yes”, I said. At which point I was instructed that the insurance would be null and void if I had an accident after dark. “Don't drive at night,” she said, and stamped the rental contract to say I had been told.

As it happens, I had no need or inclination to drive after dark north of Port Augusta – too many hazards like roos, cows and emus, the latter being the worst because they have a habit of darting out in front of a vehicle with absolutely no warning. Bird brains!

Things that I could not ignore in South Australia were the large road signs with a message saying “DON'T DRIVE LIKE A...” then a picture to indicate the final word. I saw three versions of the sign, two of which are shown here. The third showed a picture of what I would call a rooster, but I suspect it was meant to be a TURKEY. In case you cannot decide what the other two pictures are, they are KNOB and WANKER. All very amusing.....



Meanwhile back in Canberra, there is another Pug in our driveway – youngest son Geoff has bought a low mileage 505 GTi. The odometer says about 137,000 km, and it just might be genuine. Hard to know in a car that is 27 years old, but it drives well and is very tidy inside and out. The sunroof even works! Geoff has been studying in Japan for 12 months and is returning home this month,



so the 505 awaits his imminent arrival.

At the time of writing, the annual club Bastille Day celebration is still a few days away – lunch at Le Très Bon Restaurant in Bungendore. A full report on that will appear in the August issue of Roar.

Our next club meeting will be held at 8 pm on Tuesday 24 July at the Weston Club, with dinner from 7 pm. Having missed the last two club meetings myself, I look forward to catching up with those of you who wish to attend. Keep on Pugging,

Brad Pillans

Brad Pillans

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CLASSIFIEDS

FOR SALE

405 Mi16

405 Mi16. Ex-Bathurst car. Built by Peugeot Australia and raced in Bathurst 12 hour production race. One of three cars in a team headed by Peter Brock. Car number 25. CAMS logbook documentation and race photos. Buy your own slice of Peugeot motorsport history. VIN: VF315BDF270485151. Engine: 0485151. Complete with custom number plates RACE25. Plenty of spares thrown in. No Reg, no RWC. Priced to sell \$6000. Please call John (Victoria) 0417 408 130 or 03 9734 0876.

505 GTi

505 GTi, 1988. Maroon. Manual. Good tyres, including two almost new. Runs well. Long service history with club mechanic. \$700 without rego, or negotiable with rego until May 2013. Contact Jens on 0450 284384. Both 505s are both located in Moruya. The 2 together \$1000.

John Nicholas and his 403s

John passed away recently and his family is trying to clear his 'farm' of the old bit and pieces of 403s he had collected. There are 3 – 4 in the paddocks that need to be looked at and stripped of useful parts before the remains go to the cruncher.

I have not seen the 403 remains but it may well be worth a look for any 403 owners to go out to Wallaroo road to see what can be salvaged.

If you are interested call Mark Nicholas on 6242 7442 or Graham Taylor on 6239 6674 or 9953 4068.

Time frames for looking are several months but the family want to get the place cleared asap.

Graham Taylor

505 Executive

505 Executive auto sedan, 1984. 2 tone grey, blue velour interior, 14 inch Peugeot alloys with tyres at 80% tread, 2.2 litre fuel injected motor, 304000 kms. Service history from 1992. Very good bodywork, excellent interior, brakes and exhaust system. Plenty of life remaining in this fine French lady. NSW registration to August. Tow bar and trailer plug. Price negotiable around \$1750. Located in Wollongong. Contact Frederik on 0404883745.

DECEASED ESTATE AUCTION OF THE LATE ROBERT EAST AT BIG4 EASTS BEACH HOLIDAY PARK – KIAMA NSW 18TH AUGUST 2012 PEUGEOT CAR LISTING

1954 203 PEUGEOT SEDAN	REGO EXP 30/9/12	MAROON WITH CREAM LEATHER BENCH SEATS. FULLY RESTORED CONDITION - EXCELLENT
1966 404 PEUGEOT SEDAN	REGO EXP 19/6/13	COLOUR – GREEN FEATURES – SET UP FOR RALLYING INCLUDES ROOF RACKS & SPARE TYRES CONDITION – EXTERIOR GOOD, INTERIOR FAIR WAS DRIVEN IN THE 2003 REDEX RERUN
1974 504 PEUGEOT SEDAN	REGO EXP 19/2/13	COLOUR - MUSTARD FEATURES - MANUAL TRANSMISSION, ALLOY RIMS CONDITION – VERY GOOD
1976 504 PEUGEOT SEDAN	REGO EXP 9/6/13	COLOUR - WHITE FEATURES - AUTOMATIC TRANSMISSION, NEW TYRES CONDITION - GOOD
1981 505 PEUGEOT SEDAN	REGO EXP 27/8/12	COLOUR - CHAMPAGNE FEATURES – TURBO/PETROL, MANUAL TRANSMISSION, 1 OWNER, 197,000KMS, NEW TYRES CONDITION - EXCELLENT
PEUGEOT SCOOTER	NO REGO	COLOUR – BLACK EXCELLENT FEATURES – SPEEDFIGHT 100, EARLY 2000's MODEL, ONLY 450KM CONDITION -
1950'S 203C5 PANEL VAN PEUGEOT	NO REGO	POOR CONDITION
1950'S 203V64 WAGON PEUGEOT	NO REGO	POOR CONDITION
404 PEUGEOT SEDAN	NO REGO	POOR CONDITION

CLUB EVENTS 2012

24 July

Club meeting. The Weston Club at 1 Liardet St, Weston. As usual, the meeting will start at 8 pm, with dinner from 7 pm. Members are encouraged to join the Weston Club (\$5/year, with discount for multi-year membership), but otherwise can be signed into the club by an existing member.

28 August

Club meeting.

14-16 Sept

Oh3Weekend. Nowra. See accompanying story.

Calendar

Oh3 Weekend 2012

September
14th-16th



203 & 403 Enthusiasts

*You are invited to take part in this weekend based in Nowra.
Enjoy the South Coast with a spectacular sea-side experience.*

*\$390 for 2 people including 2 nights (Friday and Saturday)
accommodation at Pleasant Way Motel, with 2 hot breakfasts
and 2 three course restaurant dinners. No booking fee.*

Contact Sue and mention Peugeot Car Club NSW

Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

Enquiries Jim Kearns

Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au

French Car Drives 2012

This is the proposed calendar of events for this year. Any suggestions or modifications welcome.

August 26 – Gundaroo - lunch at Gundaroo Colonial Inn (Matt Crowe's wine bar)
http://www.gundaroocolonialinn.com.au/3760/Crowes_Restaurant/

October 28- Captains Flat- brunch at Outsider Cafe

Dec 2- Christmas BBQ, Lake Gininderra

Email reno1338@hotmail.com with your bookings



Redex Rerun 2013

The 2013 60th Anniversary Redex Rerun will start in Maitland on the 12th of May and take four weeks to travel to Townsville, Darwin, Alice Springs, then back through SA and Vic to Canberra before finishing in Sydney.

The event will be run as a tour of the original route, modified in order to maximise interest for the entrants. There will be some low key competition in the form of Motorkhanas, Economy Runs etc. but these will be standalone events and there will be no scoring for the overall event, the plan being for a relaxed time for all involved.

The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

We are concentrating on visiting the smaller towns this time, an easier time for the cars and drivers being out of the traffic and we will get plenty of interest and assistance from the smaller rural communities.

There will be chances every now and again to venture into the more remote areas for those who are keen, but the basic route will be on bitumen the whole way.

Enquiries should be directed to Graham Wallis 0429 939619 or ewal7731@bigpond.net.au

Marulan Track Day - October 2012

It's that time again, when we think about polishing our Helmets for our 4th Annual Family Track Day at Marulan Driver Training Centre, on Saturday the 27th of October and you're all invited (Yay). Those of you who have participated in the past know what I'm talking about: it's a GR8 day!!! This is for everyone from 16yr olds and up, hence, it's a Family Track Day... NO CAMS LICENCE REQUIRED.

Event starts at about 8.15am to check in, finish documentation, complete registration, and hire helmets if required at \$20 with a \$50 deposit refunded on return of helmet. Even if you don't intend to drive on the track, come and make a social day of it. Come and watch the action, bring a picnic lunch or dine at the lovely cafe. Bring the family with you for a GR8 Day out. At registration, participants / drivers can nominate or be guided to the grouping that best suits their experience & comfort level....

The Groups Are:

- 1: Juniors - 16 Yr Olds & Up But without a Full Road Licence (We do encourage this).
- 2: Beginners - No experience on track
- 3: Intermediate 1 - Little experience on track
- 4: Intermediate 2 - Some track experience and training
- 5: Female - Restricted to women if sufficient entries (Come on girls/ ladies - we want you)
- 6: Advanced - Club competition level and above

The day starts out with a short briefing followed by a familiarization walk around the 1.1km track to point out recommended driving lines and gear selection for the corners. Starting with group 1 straight after the track walk. Groups begin their runs of 10 laps that last about 12 minutes and keep cycling continuously, through each successive group. The day finishes about 4pm. The same car, can be driven by more than one driver, as long as they've entered in a different group. Cost: \$ 110 per Driver + \$30 for a Marulan Day Licence (if you don't already have one), or if you have a CAMS Licence.

This \$30 is paid at Marulan and is valid for One Year @ MDTC ... To come and go as you like. The same goes for Juniors. They pay \$110 per driver + \$20 Day Licence at Marulan which also remains, valid for a year. This \$30 is also paid at Marulan... (MDTC). For a \$50.00 charge, MDTC will register non-drivers as a passenger with instructor or experienced track driver.

This year we are asking for full payment now. Cut off date is 1 October, after which places will be opened to non-club members). Therefore, First In, Best Dressed.

MDTC, will provide 2 Track Driving Instructors, to give in-car training. The Four Participating Clubs will each have at least, one experienced track driver available for guidance where requested.

MDTC, is user friendly, with a Trackside Cafe with indoor & outdoor areas, good toilet facilities and accessible, up-close spectating positions.

Payments and further details can be found at sporting@peugeot.asn.au. This is where you'll also find the Registration Entry Form. Any questions / or enquiries please contact Helen helenandneale1@optusnet.com.au (m) 0413 594 792

Peter Lubrano: (m) 0405 991 336 HSRCA & (Peugeot Liason)

Richard Cardew: rcardew@primus.com.au (m) 0405 459 546 HSRCA

Andrew Collier: acol4179@bigpond.net.au (m) 0414 287 790 Renault (RCCA)

GM and PSA to share European logistics

Tony Lewis

2 July 2012

General Motors will use Gefco, the wholly-owned subsidiary of strategic alliance partner PSA Peugeot-Citroën, for most of its logistics business in Europe from next year. The agreement, announced on 2 July, is the first result of the alliance agreed at the end of February this year and aimed at savings of US\$2bn a year.

The deal, announced in a joint statement, affects the majority of the Opel/Vauxhall, Chevrolet and Cadillac logistics activities in Europe, including Russia. It includes services such as material and component deliveries to manufacturing plants, delivery of finished vehicles to dealerships and the transport of spare parts to distribution centres.

The companies claim that it is one of the largest logistics agreements in the European automotive industry to date.

Steve Girskey, GM vice chairman, said: "This marks the first step in realising benefits from the larger alliance with PSA. This logistics agreement will bring operational efficiency and costs savings to GM and allow us to fully utilise the proven expertise of

Gefco."

Philippe Varin, chairman of PSA, said the agreement "enables Gefco to continue its strategy of broadening its existing client base and growing its global business operations".

Just-auto

PSA plant closure decision sparks battle

PSA Peugeot-Citroën has come under intense pressure from the new French government and unions to change its decision to close its Aulnay small car plant in northern France in 2014.

PSA intends to close its C3-producing factory altogether with 3,000 jobs losses, while the site at Rennes will lose 1,500 posts with a further 3,600 non-assembly redundancies across the Group.

Peugeot group chief executive Philippe Varin wants to shut Aulnay as part of his restructuring plan to produce a leaner, more cost-effective operation as the family-controlled company struggles with a slump in its European car sales.

PSA said group over-capacity was getting worse, with European plants running at 76% utilisation in the first half of 2012 (from 86% the previous year). This rate is even lower in the small car segment, which accounts for 42% of PSA Peugeot Citroën sales and where most of

the competing models are made in low-cost countries. The group would report a net loss for first-half 2012.

Output at Rennes, which makes the Peugeot 508 and Citroën C5 and C6, is being impacted by the decline in European demand for large sedans, which is sustainably trending downwards.

"A reorganisation in line with foreseeable production volumes is therefore indispensable before engaging the capital expenditure to prepare for the production of a new model," PSA said.

PSA Europe sales declined 10% in the first half in a market off 8% due to exposure to demand in Southern Europe. Given the need to adjust inventory, group production contracted by 18% over the period.

As in second-half 2011, PSA's Automotive Division is expected to report a recurring operating loss in first-half 2012, estimated at around €700m. Since mid-2011, the group has been consuming around €200m in cash a month and will end the first-half with a net loss.

The jobs cut project is expected to help operating cash flow return to breakeven by the end of 2014, based on current automotive market conditions and before the impact of the alliance with General Motors is fully felt.

But French president François Hollande sees Aulnay as a key test of his pledge to stop domestic jobs haemorrhaging and Mr Varin was called to meet industrial renewal minister Arnaud Montebourg on June 19 for talks of

possible government assistance.

With the prospect of up to 8,000 job losses across a country already facing economic difficulties as it wrestles with its huge public debt, unions are mobilising in an attempt to persuade PSA, if not to renege on its plans, then at least to alleviate their impact.

Peugeot set up the Aulnay factory in 1973 to consolidate work previously done in historic Paris sites and its output has included some 15 models, including mainly Citroën from DS to C2 and C5 and also Peugeot 205s and 106s.

Since 2002 it has also been used as the Citroën repository for historic documents and storage of 370 historic Citroën models, open only to Citroën club visitors [known as Le Conservatoire Citroën].

At its peak in 2004, Aulnay's 5,000 workers produced 408,000 cars, but the staff is now down to 3,800.

The Peugeot family has been quibbling about Mr Varin's rescue plan but late last month the company's board took the unusual step of publicly backing him after he defended his strategy at special meetings.

PSA's CFDT Rennes union has denounced the automaker's plan to make thousands of staff redundant as a "thunder clap across the whole country."



Aulnay, north of Paris, builds the Citroën C3. That production, and 1,500 of 3,000 workers will be consolidated at Poissy which makes the C3, DS3 and Peugeot 208



Oils for HDi engines with particulate filters

Mark Besley discusses some of the joys of owning late model Peugeots

You may recall that in previous columns I have discussed the need for special engine oils to be used in Peugeot HDi engines with particulate filters.

I won't repeat the full text of the previous articles, but for those who missed them, a brief summary: Modern diesel engines are fitted with a particulate filter (mandatory in Europe but not in Australia currently) so that unburnt carbon particles can be trapped and not emitted into the atmosphere as a cloud of black soot which used to be the trademark of a diesel engine.

However there is still a lot of soot generated and so the filter fills up quickly with these particles. It is not feasible to change the filter every few hundred kilometres, so the engine management system has a method to "burn off" the carbon when it detects that the filter is getting clogged.

Carbon burns off at high temperature (forming carbon dioxide) and can therefore be fully eliminated from the filter. However, problems arise with the presence of other things that cannot be fully burnt off and

leave residues after the burning-off process.

Some engine oil additives in particular can leave ash in the particulate filter. Ultimately this can lead to a clogged filter that cannot be cleared by the "burnoff" process and therefore requires expensive replacement.

For this reason, Peugeot specify the use of "low ash" engine oils in their FAP models. Although several manufacturers now make oils that meet this requirement, the Peugeot recommended oil is Total Quartz INEO ECS 5W30.

This oil is available through the Peugeot Dealer network and some other outlets. This issue led Paul Watson to contact me recently in relation to the servicing of his 308 HDi.

The dealer had used Shell Helix Ultra Extra which is also a fully synthetic low ash oil but had charged over \$100 for the oil, well above the price that this oil could be purchased for through normal retail channels.

This prompted Paul to write to Peugeot Australia and I think that their response is worth repeating here.

The recommended factory oil for all Peugeot vehicles is Total, however most competitor oil companies have compatible oils that many of our dealers use for a variety of reasons. Whilst it would be inappropriate for me to comment on the Shell pricing, you should also be made aware that purchasing bulk oil does not always attract a cheaper price than packaged oil, the oil business is complex with many pricing structures and strategies. The engine oil that Peugeot Automobiles Australia recommends for your vehicle is Total Ineo, 5W/30, being a fully synthetic low ash oil. The recommended list

price for 5 litres of the Total oil is \$86.35 excluding GST and this product is available through the dealer network upon request. Thank you for your feedback and if I can be of any further assistance, please don't hesitate to contact me.

Kind regards

Mark Fowler, National Customer Services & Fixed Operations Manager Sime Darby Automobiles Pty Ltd, t/as Peugeot Automobiles Australia.

I see no reason not to follow this recommendation and my advice is that owners of Peugeot HDi vehicles equipped with particulate filters request the use of this oil when their vehicle is serviced.

I would also recommend checking your invoice and querying any charge in excess of the recommended price. I also had a look at the Total Oil Australia website and you can find the specifications for the recommended oil here: <http://www.totaloil.com.au/Pages/content/NT0000C34A.pdf>

It is not the best translation from French, for example: Low SAPS generation oil especially developed for PEUGEOT AND CITROEN engines. Its very high technology allows fuel savings and optimizes the fonctionnement of the anti-pollution systems, such as the Diesel Particulate Filter.

The French word "fonctionnement" translates to "functioning" but note the different spelling. The information on the Total website does confirm what Peugeot Australia

are saying, and I note the “PSA PEUGEOT & CITROEN B71 2290 Homologation”.

I was also interested to note that Quartz INEO ECS 5W30 is recommended for Peugeot, Citroen and Toyota. However there is a different (similarly named) product: Quartz INEO LONG LIFE 5W30, also for diesel engines with particulate filters.

The latter product is recommended by VW, BMW, Mercedes and Porsche. I would be curious to know how French and German requirements differ.

4008

I previously mentioned the forthcoming 4008 back in March and the release date has now been set as 9 June, meeting Peugeot Australia’s promise of a “second quarter” release. In fact I hear that some 4008s have been spotted in Sydney and the first shipment will no doubt be on their way to dealers around the country by the time you read this.

Some people are thinking of the 4008 as a replacement for the 4007 but the 4008 is significantly smaller, a similar size to the 3008 as I have discussed previously. It is therefore reasonable to think that both the 4007 and 4008 will have ongoing availability.

The 4007 as you are no doubt aware is based on the Mitsubishi Outlander but features a Peugeot engine. The 4008 takes a totally different approach in that it re-

tains the Mitsubishi engines and transmissions, but the body and interior have been styled by Peugeot based on the Mitsubishi ASX platform.

With the imminent release, more information has become available. One note of disappointment seems to be that the 4008 will (initially at least) only be available with a petrol engine and no diesel. This also was a source of criticism from some reviewers. The engine is a 2 litre Mitsubishi unit with 110 kW of power and 197 Nm torque. The 1.8 litre Mitsubishi diesel engine (110 kW, 300 Nm) which is available in the 4008 elsewhere will not be available here apparently because Mitsubishi don’t have an automatic transmission that can be fitted to it.

This seems a surprising decision given the rising popularity of diesel engines here and the fact that a significant proportion of Mitsubishi ASX sales are models fitted with the 1.8 litre diesel and the six-speed manual transmission.

Mark Besley
TORQUE



Outback 2012

The convoy consisted of three 504s, four 505s, four 404s and one 4WD. It was great to have some kids with us on this trip, Tim and Naomi Hall bringing along Charlie (6) Daniel (3) and Madeline (not yet 1). Granddad and Grandma Hall were also on the trip but there were many other grandparents who enjoyed spending time with the little ones.

Story and photos Hank Verwoert

An evening meal at the Nhill pub was followed by a very brisk night. Travelling north we passed through the sleepy hamlet of Yanac before proceeding up the Murrayville Track.

A few slippery patches showed signs of recent rain but generally it was firm in most spots. Allan Parker did however manage to bury himself in a hole in the middle of the track in his 404 diesel wagon.

Stopped in Murrayville for a leisurely lunch. Nigel's boot would not open. Several other 505 keys were tried with no luck. The experts were baffled. Tim did a quick trip around the town that was responsible for his existence. On into Murray Sunset National Park and we faced our first hurdle, a sand dune named Con's Rise, so named after the exploits of Con Engel on it, on a previous trip. His 505 diesel baulked at it again. Most ascended with great conviction. Tim Hall

and John Brumby had smiles on their faces for the rest of the day. Ian Brock and Colin Handley drove over very casually in Ian's well prepared 504. The further we drove, the sandier the conditions became.

The Breadvan and Allan's 404 would stop after each deep sandy section and wait for the convoy to catch up. The next to come into sight was usually Andrew Hoey in the old Landcruiser with a vehicle behind on the end of a towing strap. Then back he would charge if another was

in trouble.

One car on tow came around the corner with his wheels on full lock and when Andrew slowed down the towed vehicle did an exquisite right hand turn into the shrubbery. Allan and I drank many cups of tea during the afternoon. Eventually we arrived, a little later than expected, at the Shearer's Hut, our camp site for the night, but everyone was in high spirits around the campfire with much discus-





It was so cold one morning Brian and Colin had to sit in the fire.

sion about the events of the day and the ability of the Peugeot to handle the conditions.

Nigel's boot would not open so the number plate lights were removed. No luck

again. The experts were baffled. Early morning sunshine saw our first stop at Sunset Crater, scene of a meteorite strike. From here we drove along little used bush tracks till we arrived at the Meringur Historical Village for morning tea. Entry was by gold coin on an honour system and there was enough to see and do for a few hours so we had lunch there as well. In the middle of

nowhere this is an outstanding attraction.

Nigel's boot would not open so the boot lock was removed. Still no luck. The experts were baffled.

From here we proceeded to Wentworth along minor tracks some of which were blocked by water last year. Some lagoons we had seen full of water and containing large numbers of black swans, were now dry. Brian and Merrilyn, Glenn and Carol as well as Neil and Penny joined us in the late afternoon from Melbourne and we all walked to the Wentworth Working Men's Club for dinner.

A warm morning saw us travelling on the road we had used on a night navigation section in the 2006 Ampol Rerun. Fortunately nobody got lost as many had done on the previous occasion.

Passing Rufus River we stopped on the shores of Lake Victoria for morning tea. Many large sandbags were still in place to assist with recent flooding. Many large dead trees lined the edge of the lake. Nigel's boot would not open. Recent arrival Brian stuck his finger in the hole of the bootlock, turned his finger and the boot opened. The experts were now really baffled.

Nigel and Louise had big smiles on their faces and continued to do so with the help of an occy strap boot holder downera for the remainder of the trip. Louise even managed to play a tune on it.

Half way through our lunch stop we were descended upon by three large musters on motorcycles accompanied by four

dogs, 480 sheep and one goat. They stopped for a chat and went on their way.

Later that afternoon we arrived at Morgan Vale ruins which we decided were modern ruins as they looked as if the homestead had been built in possibly the 1950s. As it was not a suitable overnight stop we moved on looking for a bush camp which would accommodate the 12 cars and tents etc. After an hour of searching it was decided to break the itinerary and head for Morgan where the caravan park had magnificent grassed sites right on the banks of the Murray close to where the free vehicular ferry crosses.

On a lovely balmy evening we all decided to indulge in a salubrious river cruise. Actually it was only on the ferry across the Murray and back again.

The following day started with a fuel top up, then coffees at the local bakery. We headed out through Sampson's Well Homestead along some more remote tracks, passing through many homestead gates. We ex-



plored the red cliffs of Redbank Conservation Park which had been magnificently sculptured

Spot the common factors – there are quite a few. Ian Brock, Neil Beddoe, Con Engel

by recent rains.

A turn off to Coorona Conservation Park allowed us to have afternoon tea in one of the well kept huts which are part of the Heysen Trail. We continued on to some more ruins where a group decision was made to attempt a 4WD track through Mt Bryan to exit the park.

Although probably only a couple of kilometres long it had some very steep climbs and drop offs as well as eroded gullies and rocky sections. Slow and steady saw us through with only a few scrapes.

Our rest day in Burra allowed everyone to do their own thing before early 504s in the posh Hoey/Brumby apartment. The Historic Passport Program gives you keyed access to 43 heritage sites and was popular with those who had not done it previously.

Day 6 dawned a little misty but still allowed us to see the view out over the whole of the Burra township. More remote tracks heading north east until we had passed Oakvale Homestead and found a suitable spot for our bush camp.

It was a large open flat area surrounded by trees with plenty of firewood laying on the ground. This was one of the most enjoyable evenings of the whole trip.

The next morning it was more minor tracks until we came out on the Silver City Hwy at Coombah Road House, an unfriendly miserable place. Off the highway on a narrow undulating track with constant sur-

face changes. Past Popio Homestead and were just past Cuthero Homestead when we were confronted by a road closed sign undoubtedly due to the swollen Anabranche.

So it was back to the highway. We turned off the highway again turning east on to the road that services the Ghinko Mine. We were able to zip along this extremely well maintained road at 100 km/h until we came to the turn off to Pooncarie where the road deteriorated to the condition that we were more used to (and enjoyed more.)

The Pooncarie camping area is right on the Darling River and some of its picnic areas were partially submerged. It was Pizza Night at the pub and we could choose from the Shearer's Pizza, the Squatter's Pizza or the Jillaroo's Pizza.

Neil and Penny left for Melbourne in the morning, and we all enjoyed a short 90km drive on a beautiful sunny morning to Lake Mungo National Park. Half way there Nigel's car lost power. The experts investigated. They were not baffled this time as it was quickly fixed.

The Visitor Centre at Lake Mungo had a very interesting historical display, self registration for camping and nobody around to answer any queries. The rest of this day and the following day till lunch time allowed us to visit the many attractions of Mungo including the Mungo Woolshed, the Walls of China, extensive sand dunes,

a goat trap built around a dam, Vigar's Well and the Zanci Homestead.

Charlie and Daniel were flying a kite and when it became entangled in a tall tree, Brian and Marilyn displayed their many skills by recovering it.

A 30km drive took us to our final night's stay at Turlee Station. Some explored the station on a self conducted drive. It was a near full moon so many elected to walk the 2.5km from the camping area to the Shearing Shed for a magnificent roast dinner and scrumptious desert of which Andrew Hoey got his money's worth. It was a great way to end another memorable trip.

Torque



Loaning is the new owning

Peugeot MU: a new pay-as-you-go scheme could be the answer for carless urbanites, writes Richard Yarrow.

Nicholas Mathias sold his car four years ago because it wasn't getting used often enough. Like a growing number of urbanites, he now hires a vehicle when he needs one. But rather than using a traditional rental firm, Mathias gets his through the Peugeot dealership a short walk from his office in Chiswick, west London.

Peugeot has pioneered an innovative loan scheme called Mu. The Chiswick showroom was the first to trial it and the scheme will be in ten sites across the country by the end of the year.

Everything Peugeot sells is part of the programme, from the tiny iOn electric car to the flagship 508 estate. Four different vans, three bicycles and two scooters are included – plug-in electric ones arrive in late summer – plus accessories such as a satnav, roof box, bike carrier and tow bar.

There's no joining fee and rental periods, all with unlimited mileage, start at half a day. The cheapest daily rental is £30 for a Peugeot 107, stretching to £80 for an RCZ two-seater sports coupe.

"I always have an RCZ and it's wonderful to hire a car like this whenever I want

it," says Mathias.

Neris Gallo booked a Peugeot 308 for a business trip to Hampshire. Like many Mu users, she's a repeat customer.

"I only need a car occasionally but there's no parking where I live," she says. "Mu is so easy. It's a 15minute walk from my home. I take the car, bring it back tomorrow, then go home." Chiswick dealer principal Jonas Kitto said Gallo was a typical customer. "You can pay £600 a year to park round here, so we have a database of local customers who use us because it's cheaper and more convenient than owning a car," he says.

"It promotes the Peugeot brand in the best way and, if they come back and buy one, that's great. There are people who wouldn't have bought a car from us if we didn't have Mu."

The scheme is proving popular not least for its flexibility. Bobby Mathu and Anna Ram had rented a 508 for several days but phoned at the last minute to swap to a convertible 308CC because the sun was out.

'I rang up this morning and they sorted it out,' says Ram. Mathu adds: 'We've been using the scheme since it opened because it takes away

the hassle.'

Mu currently operates from Peugeot dealerships in Bristol, Birmingham, Manchester, Glasgow and Stockton-on-Tees, as well as Chiswick. Belfast, Cambridge, Brighton and Sheffield will open later this year, as will a tie-up with Newcastle University.

An office on campus will target students heading home for the weekend and, if it's a success, could spread to other colleges. Plans to work with private companies for their pool cars are also being considered.

The average person who car shares for their daily commute saves £987 per annum and a ton in CO2 emissions, according to Liftshare.com

The London Metro



Nicholas Mathias sold his car in favour of hiring instead.

Peugeot's 208 touch screen interface awarded Comfort Innovation of the Year

The large 7-inch touch screen on Peugeot's all-new 208 has been awarded the Comfort Innovation of the Year award at the Automotive Interiors Expo.

Fitted as standard on all 208 models coming to Australia, the single interface groups together functions that were previously separate: radio, music, navigation, trip computer, vehicle configurations setting such as those for interior mood lighting, rear wiper linked to reverse gear, etc.

This interface offers the user continuity between their vehicle and their personal or professional life. By making use of the jack, USB or Bluetooth connectivity, the 208 can be matched up with a portable device (telephone, tablet, multimedia player) allowing control of it from the screen or the steering mounted controls to play music or display images stored on it, or receive or make calls.

Taking smart to a new level, the mobile phone shares contact details with the navigation system, allowing guided navigation towards addresses saved in the list of contacts. The prize is also a reward for the

new generation of Peugeot Connect Apps connects services which applications have been developed to simplify the motorist's everyday life.

They now have access to very useful and up to date information: Fuel prices, availability of parking spaces, traffic conditions and weather etc. The award was given to the 208 by a jury made up of international and influential motoring journalists as part of the Automotive Interiors Expo.

Held in Stuttgart at the same time as the Automotive Testing Expo, Engine Expo and Vehicle Dynamics Expo, the exhibition brings together motor industry professionals from around the world.

The 208 will go on sale in Australia in October. Pricing and equipment levels will be announced closer to that time.

Jaedene Hudson,
Peugeot Automobiles Australia



Team Brock 405 for sale

Paul Watson

One of the three Team Brock Mi16s that ran in the 1992 Bathurst 12-hour race is for sale.

The white car with blue, yellow, black and red racing stripes comes with a CAMS logbook, documentation and race photos.

Some spares are included, as are RACE 25 number plates. It is car 25.

The others were 05 and 45. It seems likely that Peter Brock was supposed to drive 05 (his personal race number) but 45 turned out to be quicker, and he shared that car with Neil Crompton and Herald-Sun motoring writer Paul Gover.

The local cars were built up at Brock's Melbourne workshops, using a British Touring Car Championship car as a model.

Crompton's father, Colin, who lives near Ballarat, would drive one of the 405s to and from the Brock workshop each day, trying to get more kilometres under its belt. Experts say the Peugeots were also driven from Melbourne to Bathurst for the race but had not covered enough kilometres to free up the engines by the time the race started.

They were no match for the Citroën BX 16 Valves, which had travelled up to 10,000km further and were not so tight in the engine. (It shared the same 16-valve engine as the Mi16.)

Brock's 45 car was placed 14th with 235 laps, but the BX 16 Valve of Peter McLeod, Peter Dane and Peter Janson was eighth, completing 238 laps.

The 05 car, driven by Peter McKay, Ian Luff and Bob Jennings, was 29th, with 223 laps, but 25 did not finish the race, completing only 27 laps.

The race was won by the Mazda RX7 of Charlie O'Brien, Garry Waldon and Mark Gibbs, who completed 254 laps. Three laps behind was the BMW M5 of Neville Crichton, Alan Jones and Tony Longhurst, with the Saab 9000 CSS of Colin Bond, Glenn Seton and Ken Mathews one lap behind in third place.

Car 25 is advertised in Private Parts, along with another interesting Pug, a 404 cabriolet that is ready for restoration.

PS: A poster showing the 1992 Brock Peugeot team was advertised on eBay recently, with a starting price of \$96. The Citroën BX 16 Valve that came eighth was later bought by PCC of NSW member Jim Brear from Armidale. This is what he says about the car: "That was my BX, which I purchased



from McLeod. I did about 60,000km in it from memory. It was a fantastic car. McLeod reckoned they sat on 7000rpm all the way down Conrod. I used to sit on 110 at 3100 revs, so it was moving. The Citroëns had a lot of plastic parts and were lighter than the 405s, which probably helped.

Torque



A history of Peugeot in Australia – Part 2

Russell Hall has been delving into the National Library Archives Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.

From a small start, Peugeot was to evolve into a prominent part of the Australian motoring scene in the 1920s, particularly in Victoria.

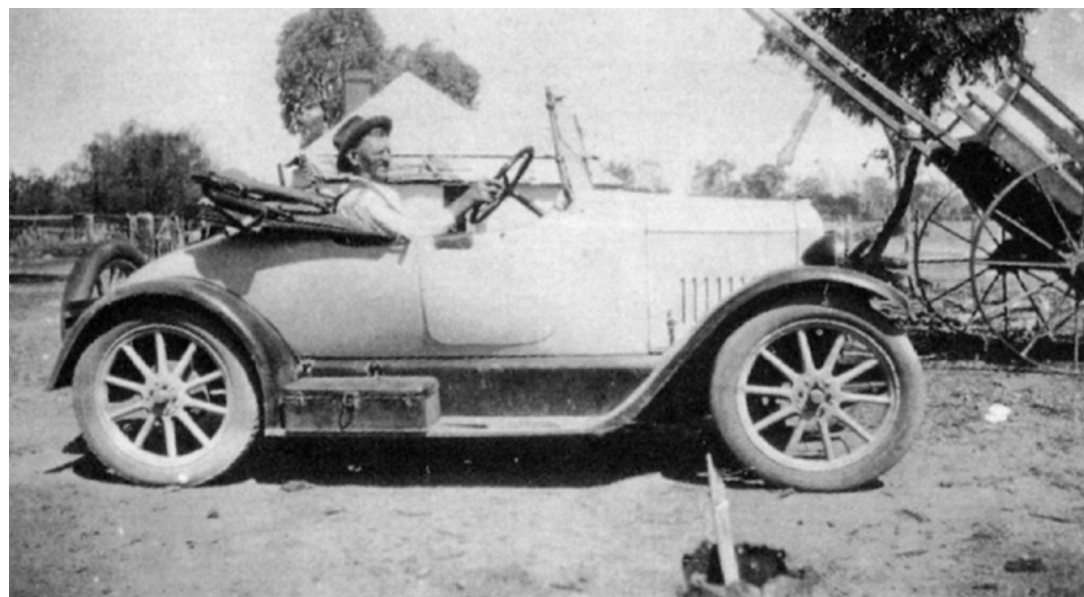
By the start of the Great War there were small numbers of Peugeot cars and larger numbers of motorbikes among the 14,000 vehicles on Australian roads. Far from Peugeot being unknown in Australia, the Adelaide Advertiser commented in 1915, "The name Peugeot is familiar to every motorist who takes an interest in the great speed competitions on the other side of the world. Probably no other car has approached its record."

Peugeot was associated with speed, performance and engineering quality. The war and the deployment of our army to France increased Australian interest in French matters. Motor sport continued in neutral America and Australians delighted as Dario Resta in his Peugeot beat the

German Mercedes drivers at events like Indianapolis.

As the press wrote in 1916, "The remarkable series of Peugeot wins in America during the past two years draws attention to what a magnificent production this French car is.

" In France, Field Marshalls Haig and Joffre were driven in Peugeot staff cars. When Georges Boillot was killed in an air battle obituaries appeared in the



Australian press. It is rather unusual that in the middle of this war, the first Peugeot dealers should be appointed in Australia in 1915.

Perhaps the French felt the need to earn foreign exchange. Peugeot was very well informed about foreign markets. The normal practice was for a factory representative to oversee the marketing of the cars. The Adelaide Advertiser commented, "It is somewhat strange that a car of such world wide note has hitherto been ignored by Australian purchasers". The Australian public was assured of a steady flow of Peugeots, uninterrupted by the war. Dealers appointed were Vivian Lewis Ltd in Adelaide, J. G. Barlow at 31 King St, Melbourne and The Motor House in Balfour St, Sydney.





Peugeot Quad

The car Peugeot chose to push was the Bebe, on sale at £225. This was a very small two seater but had a Bugatti designed engine and was great fun to drive – like a little Bugatti. Comments made by Australian owners were that it was fast, great fun, ran on the smell of petrol, was built like a clock and was a natty little car.

Some were sold in 1915 and throughout the war but marketing didn't really get going until 1918. There is evidence larger Peugeots were also sold in 1915 but I have found no price list. During the 1960s there was a 1915 model on the road in Australia.

The Builders Labourers Federation in Melbourne reportedly bought a substantial

Near Red Cross Tyre Hospital.
BABY PEUGEOT. – BIG REDUCTION. The ideal runabout, 4-cylinder, water-cooled Motor-car. Has been slightly used for demonstration, but in perfect running order. Usual price £225; now £170, complete, with hood, screen, generator, lamps, and tools. Only one left. J. G. Barlow and Co., 31 King street.
 TRAIL RACES. R.B.F.. French make; all sizes.

Peugeot in 1915. It is said the controversial identity John Wren used it as his getaway car after a robbery at the Trades Hall. Linacres Auction Garage in Melbourne was selling a Peugeot taxi in 1921. As a sign of how common they were becoming, the first theft of a Peugeot was reported at Hampton in 1920.

It was not until 1920 that Peugeot marketing really got under way with a range of cars that we can identify. Dealerships also began to change. Davis Browne and then D. Barbu took over the Adelaide dealership. L. Bloom in Little LaTrobe St had the Melbourne agency.

A new Peugeot model, the Doc, was on sale. The Australian cars had unique model names. The most important development for Peugeot in Australia was the appointment in 1921 of A.W.B. Mather as sole Peugeot concessionaire for Australia, at 533 Collins St Melbourne. Mather had made money importing sugar from Java and was to have the greatest influence on the success of Peugeot in 1920s

Melbourne. Family members were involved in subsidiary businesses to sell Peugeot bicycles, motor cycles and most importantly of all, the French Auto Company.

He appointed state distributors –

Beach and Hicks in Western Australia, H.C. Loan in South Australia, Auto Paris in Queensland, Aphorpes in Launceston and Rolph Motors in NSW. There was even an active agent in Horsham.

The French Auto Company advertised aggressively and entered cars in competitive and sporting events. In early 1922 Mather published a list of reduced prices for the Peugeots on offer. These give us the model range and the bare chassis price. The cars were sometimes imported with French bodies but by fitting an Australian body it was possible to reduce the tariff burden.

We know some details of these models. The 6hp Quad on sale for £200 was the little Quadrillette. With its 700cc monobloc motor and weight of 350kg it offered exceptional economy.

The 33/70 hp Sixlux was up until 1923 a Type 156 and from 1924 a Type 174. These were large, imposing luxury cars with 6 litre cuff valve engines that were advertised as go-

Peugeot

FRANCE

WE cordially INVITE past, present, and prospective PEUGEOT owners to inspect the **UNIQUE RANGE** of New Models now on view.

"SIXLUX" ——— 33/70 H.P.

"INTER" Sports — 18/40 H.P.

"INTER" Colonial — 18 H.P.

The 18-h.p. Colonial "Inter" is specially designed for country conditions, with extra road clearance. Immediate Delivery!!

All Models (including 11-h.p. "Doc" and 6-h.p. "Quad") are equipped with Michelin Cord Tyres.

FRENCH AUTO COY.,

Sole Victorian Distributors:

Corner St. Kilda Rd. and Toorak Rd.

Tel. : Wines, 2463.

ing "from 5 to 90mph in top gear." The chassis only price of £1450 put it in the luxury category. One sold in Melbourne had a 7 seater body with provision for chauffeur.

Two have survived in Australia and are awaiting restoration. The Doc was the

163. It had a 1.5 litre 25 bhp four cylinder motor with side valves or overhead valves on the sports model. The latter also had wire wheels compared to the wooden artillery wheels of the standard and both were driven by underslung worm.

It had four forward gears, front brakes were optional (made standard in 1925) and was the first car in Australia to have the new Zenith double venturi carburettor. The price was £310 plus £175 for a body. The 16/40 hp Inter model was possibly the 156BR which had a 2.7 litre and later 3 litre 4 cylinder motor and was priced at £595.

These prices had all been reduced but were still substantial and saw further large reductions over the years. The Peugeot Australian catalogue for 1923 had the following introduction: "The Premier racing car of the world. The world famous Peugeot, capable of capturing the greatest records on road and track, builds a perfect touring car."

In 1923 the Horsham Times reported on the Quad and Sixlux displayed at the agricultural show. "Round the charming little white baby chassis crowds collected to inspect every detail. The coachwork exhibited is of the highest order, built of long seasoned timber, and doors that close perfectly, with upholstery of the highest grade leather, soft, luxurious and comfortable. The

Peugeot

FRANCE

The Oldest Automobile Firm

We beg to announce that the Distribution of PEUGEOT Automobiles in VICTORIA and the RIVERINA will be carried out in future by the

FRENCH AUTO. COMPANY,

475 COLLINS STREET, MELBOURNE.

('Phone 9838).

Early deliveries of 1922 Models will be made from stock. A size of Car for every need.

Inquiries Invited.

DEMONSTRATION WITH PLEASURE.

Country Agents Wanted

Sixlux chassis, finished in white, is the personification of all the highest attributes of motor construction."

They might not be able to compete with the Fords and Chevrolets on price but they had quality. It is little known even in truck history circles that Peugeot trucks were imported in 1923. Rolph Motors were offering 4-5 tonne trucks, with or without bodies, with the option of petrol or diesel engines. The diesel was the

Tartais compression ignition engine Peugeot pioneered in 1922.

These would have been heavy trucks with solid tyres. A demonstration model was for sale for a considerable £1100. The future looked bright for Peugeot in the early 1920s with a wide range of cars, motorbikes, bicycles and trucks, dealerships around Australia and increasing sales – but unforeseen trouble lay ahead.

— from Torque



Peugeot Type 163BR

PAC Minutes of General Meeting 8.00pm 25 June 2012 Weston Club Weston ACT

Persons Present

Ross Stephens Secretary
Neil Birch
Bill McNamee
Neil Sperring
Glen Bryden
Allan Lance

Apologies

Brad Pillans

Introduction

1. The meeting was opened at 8:13 pm by Neil Sperring in the absence of Brad Pillans, following dinner in the Weston Club bistro. As there were insufficient members to make a Quorum no business was conducted.

Previous meeting

2. There were no minutes of the 22 May meeting as there were insufficient members to make a quorum.

Financial position

3. The Treasurers Report was not presented.

Inwards correspondence

4. The following correspondence was received:

a. Bereavement thank you card from the Nicholas family.

Council of ACT Motor Clubs

5. Delegate's Report points of interest only read.

General business

6. Article in Roar with respect to the Battle of Waterloo, indicating the intention of the PAC Committee to use the profits from the BBQ to subsidise the Bastille Day Luncheon, this was noted and endorsed by all present.

Close

7. The Meeting closed at 9pm. The next meeting will be held on 24 July 12.