

ROAR

Magazine of the Peugeot Association of Canberra



June 2013

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ON THE COVER

The lion-up of Redex Rerun Peugeots at Melrose Peugeot as the participants near the end of their epic journey. Photo Brad Pillans.

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

Great news – French forces gained a glorious victory over the British in the annual Battle of Waterloo event, held on Sunday 9 June.

The battlefield was on the Rond Terraces, overlooking Lake Burley Griffin, at the south end of ANZAC Parade. Fog provided a dramatic early backdrop to the battle, but as the morning wore on, the fog cleared to reveal a perfect, sunny day. With hardly a breath of wind (unlike last year), the setting was picture-perfect and by early afternoon the battle was won in a close fought contest.

With the winner decided on vehicle numbers, though who could doubt the superior quality of the French cars, I think the official result was something like 39 to 35 in favour of the French. Numbers may have been down somewhat

on previous years, perhaps because it was a long weekend and many Canberrans headed to the coast.

My wife, Sue, and I ran the club BBQ, making a small profit which will be used to subsidise the annual Bastille Day lunch, to be held at Le Très Bon Restaurant, in Bungendore on Sunday 21 July at 12 noon. Please phone (0427-662112) or email (brad.pillans@anu.edu.au) me if you wish to attend. Those of you who have been to this French restaurant previously, will know that it is top class and being truffle season there will be extra delicacies on offer.

It was particularly pleasing to have two Redex Rerun cars in the lineup – Colin Handley's 203 van and Dave Rowell's 403 wagon – only just back from the end of the rally.

On Friday 7 June, the Redex Rerun cars had come through Canberra for the last leg to Sydney the next day. Staying overnight, drivers (and cars) gathered at Melrose Peugeot for an early evening BBQ and check in. Highlight of the evening, apart from the cars, was the stropo Honda dealer next door, who insisted that cars could not park outside his premises, despite the fact that he was closing up for the evening (and we were probably on public property, anyway). In any case it was great to catch up with participants, see their cars and hear stories of the trip.

* * *

I was given a Michelin safety advice brochure when I purchased a new tyre, recently. The guide says, among other things:

"For complete control, fit your new tyres to the rear axle. Rear wheels are not connected to your steering wheel, which makes it extremely difficult to judge their grip while driving. So for your safety, always fit new, or the least worn, tyres to the rear wheel positions to ensure:

- Better control in emergency braking or tight corners.
- Less risk of losing control of your vehicle, especially on wet surfaces.

- Better road holding, particularly in difficult situations, whether your car is front or rear wheel drive"

* * *

The next club meeting will be held at the Weston Club, at 8 pm on Tuesday 25 June at 8pm, with dinner, as usual, from 7pm. With the winter solstice behind us, the days will be getting longer, but not necessarily warmer. Nevertheless, I encourage member to come along and enjoy some good mid-winter cheer in the comfortable (and warm) surroundings of the Weston Club.

Sadly, I will miss the June club meeting – Sue and I will be somewhere north of Perth, on our way to Karratha, where we expect to enjoy warm days and nights for a few weeks. There will be a brief report of our adventures in next month's column.

Keep on Pugging,

Brad Pillans

Brad Pillans



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CLASSIFIEDS

FOR SALE

505 Familiare



505 Familiare, 1991, white, auto, 270,300 km, \$2500, YYS-392 registered in ACT expiry Nov 2013, brand new Michelins just fitted all round, interior all original - velour seats, carpet, dash all in superb condition, exterior good, engine needs some TLC. An opportunity to own one of the best 7 seaters of all time! Photos available on request. Phone: 6281 2981 or email waugh@netspeed.com.au.

505 station wagon



505 station wagon, 1992, 309,600km, automatic. White, all original condition. Reliable and working order, though needs some work. Good tyres. Comes with spare full set of Peugeot alloy wheels and tyres if desired. Victoria registration until July 2013. Located in Canberra. \$1000 negotiable. Contact Carla - carlaaaalexandra*at*hotmail.com or 0439037292.

505 Executive



505 Executive 1984. \$2,300 negotiable. 2.2L fuel-injected petrol 3 speed automatic. 321,000km. Registered in Queensland 630-SGL expiry Jan 2014, but parked in Canberra. I've been the owner since 2001 when it had 242k. Since then it has spent half it's life sleeping in a garage because I have lived on and off outside of Australia. Has had about 5 road safety certificates in this period as it was always deregistered and registered again. Latest certificate was in July, 2012.

Very good condition inside and out. Silver paintwork no rust, blue velour interior, electric windows, classic alloy wheels, tow bar, 10 stacker CD stereo. Beautiful to drive, steering works a dream. Have spent about \$8,000 on it since owning it including services every 10K and replacing parts, full records available since 2001.

Last service Feb 2013. Some highlights are 4 brand new discs brakes (July 2012) 4 new brake calipers and pads, new front end steering rack and alignment. Excellent tread on two tyres, other two still plenty of life. It is on the leaky side, reason being that head gasket is worn, but it is not a serious issue as explained to me by my mechanic. Choices are either put up with it and put some cardboard on the ground where you park or take head off and replace gasket. Call or email me with questions. Test drive can be arranged in Canberra. Mark 0468 675 818 or krentons@gmail.com

CLASSIFIEDS

FOR SALE

405 Mi16

405 Mi16 – Just had timing belt and pulleys professionally replaced less than 100km ago. New highflow cat. Spare set of tyres and Mi16 mags. Needs speedo cable and a few other minor things. Approx. 220k on clock. Asking \$1,500. Enquiries by email to antipodeancolin@hotmail.com

406 sedan

406 1996 sedan, red, manual. Ideal first car. Mags with good Michelins. Boot spoiler. Overall condition quite good for age. ACT rego ran out in Feb but easily extended (probably will be anyhow). \$750 depending on rego. Jim Taylor 0400 111 504 or pug303@bigpond.net.au

406 HDi

HDi, 270k. Ex-John Nicholas car. Asking around \$4,000. Phone Graham Taylor, 99052 4068 SYD or 62396674 CBR.

306 XT

306 XT N5 1999, 1.8. auto. VG condition, green, \$6,500 ono. Chris Brown 0411 059 791, 02 6230 3970, Sutton, NSW.

404

404 1969. Fully restored, metallic green-gold paint. Two owners, I've had the car for 14 years. Superb condition inside and out. Carpeted floors and boot. Runs beautifully. Comes with original invoice, original registration papers, original reg plates KHA 983, spare radiator, 2 extra spare wheels and tyres, Peugeot radio, wheel trims, spare starter motor, spare (new) timing chain, numerous other bits and pieces, spare radiator hoses. 25 photo display of the restoration. Reg till end of May 2013. RWC Much admired car in Peugeot circles. Reluctant sale, but time to move on. Photos available on request. \$9,890. Doug Brockfield 03 5727 3740 0418 570 256.

CLUB EVENTS MAY-JUNE 2013

25 June

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

21 July

Annual Bastille Day club lunch, Le Très Bon, Bungendore, 12 noon. Ring or email Brad Pillans to book your seat.

23 July

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

Calendar

French car drives in 2013

Here is the proposed schedule of events for this year:

August 25: Day trip to Boorowa.

October 27: Day trip to Southern Highlands and see Red Cow Farm Gardens in spring.

December 1: Evening BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com for further information and bookings.

Oh3 Weekend '13 at Hill End 13th-15th September

Explore this historic gold mining town near Bathurst, that in the 1870s, had 5 banks, 8 churches and 28 pubs. Visit the old hospital with original surgical equipment, take a tour through the old mine, or even with ghosts!

Bring your camera and experience the magnificent colours of Hill End. Visit the houses that our recent artists used to capture it, including Geoffrey Smart, Margaret Olley, Brett Whitely and many more.

—
\$210 for 2 nights (\$105 per night)
for 2 people at Hill End Lodge Motel,
including 2 continental breakfasts.
\$20 per night per extra person.
\$10 per person for hot breakfasts.
\$39 per person for 3 course dinners.
Picnic lunch for Saturday.
—

Motel / John Carter
P. 02 6337 8200
E. hillendlodge@bigpond.com

Organiser / Jim Kearns
P. 0400 494 561
E. jkearns@bigpond.net.au



Please Note. Roads are Bitumen

NATIONAL TRUST OF AUSTRALIA ACTA NSW
CENTENARY OF CANBERRA RALLY
19-20th OCTOBER 2013
JERVIS BAY - TARAGO - CANBERRA
WWW.NATIONALTRUST.ORG.AU/ACT/RALLY

THE NATIONAL TRUST (ACT) & (NSW) CENTENARY OF CANBERRA RALLY 19TH & 20TH OCTOBER 2013

The Centenary of Canberra Rally is a premium fun, family friendly event for motoring enthusiasts to celebrate the birth of Australia's capital. The rally starts at Jervis Bay, Canberra's historic sea port, and winds its way through breathtaking scenery with celebrations at each of the heritage villages along the way. Various starting points are available to cater for the range and abilities of the range of vehicles taking part. The rally arrives in Canberra in time for a weekend of SPIN activities and includes a Grand Parade through the capital on Sunday morning, a family event on the lawns of Old Parliament House and dinner at EPIC. It has many activities and events to keep every age group entertained while enjoying a truly momentous celebration of motoring history.

Any vehicle can take part as long as they have relevant registration and are in roadworthy condition. Drivers/Riders need to be members of a motoring club or of the National Trust. The rally is being conducted by the National Trust of Australia (ACT) and (NSW) in conjunction with the Australian Federation of Historic Motor Vehicles under a Deed and grant from the ACT Government.

The National Trust is a not for profit organisation whose aim is to preserve our National Heritage. You can check us out at <http://www.nationaltrust.org.au/act>. The Rally is a national event and entries have entered from all States and Territories.

The Entry Form and information is available at: www.nationaltrust.org.au/act/rally. For enquiries please contact the NTACT office on 02 6230 0533 or the Event Manager, Chris Wain, on 0407 181 196.



National Trust of Australia (ACT)
PO Box 1144
Civic Square ACT 2608
Level 1, North Bld, Civic Square
ph 02 6230 0533
fax 02 6230 0544
email: info@nationaltrustact.org.au
ABN: 50 797 949 955

The Canberra contingent takes on the 60th Redex Rerun

Story and photos Dave Rowell

The Peugeot Car Club of Victoria oversaw this event, which roughly followed the route of the 1953 Redex Reliability Trial which, as any informed person will know, was won by Ken Tubman in a 203.

Overall there were 30 crews involved, coming from Victoria, ACT, NSW, Qld and SA. Canberra had two entries: Colin Handley and Shirley Ferguson in their 1956 203 van, and my and Susanne Moor's 1957 403 wagon, which was assembled in the four months leading up to the event, and (almost) finished in time.

Well-known local Peugeot identity Geoff Boyd drove his yellow 403, while ex-local identity Peter "Flash" Flanagan navigated for him.

The intended paint job had to be abandoned, but fortunately it was not the ugliest looking car – this accolade went to "The Chook Shed" (see photos).

Overall sixteen 203s, six 403s, one 204, three 404s, two 505s participated, as well as two non-Peugeot vehicles which we grudgingly tolerated (a 1953 Humber Super Snipe and a 1963 VW Beetle).

The course involved 10,500km in 26 days, starting in Maitland, and taking in Bundaberg, Roma, Longreach, Winton, Mt Isa, Mataranka, Darwin, Tennant Ck, Alice Springs, Uluru, Coober Pedy, finishing with

a leisurely jaunt from Port Augusta through Victoria and the ACT, to finish in Sydney. The average distance travelled per day was 403km, which is almost creepy!

While there were some casualties (a



Dave's wagon gets a new gearbox mount at Inverell.

diff, various electrical issues, a muffler....), given that we travelled a combined distance of 300,000km, there was nothing that would be unexpected in a modern car; Peugeots are still reliable even at 50+ years old.

The “noisy gearbox” in the second-ugliest-car turned out to be a disintegrated rear mount which sent the fan into the radiator in Inverell. Fortunately, with so many experienced Peugeot mechanics, the whole back end was removed and the mount replaced in two hours (picture), in the car park of the Inverell Transport Museum – very apt. The hole in the radiator repaired itself, which is a good reason for leaving a bit of muck running around in your cooling system!

There were three clear lessons learnt from this trip:

1. If something goes wrong, it will usually be a non-Pug modification. These included a clutch master cylinder in a 203 (what's wrong with linkages?), a brake booster in a 203 (they stop fine without power assistance), an electronic distributor (you can't fix one with a new set



of points), and a ball-race thrust bearing (the graphite ones are a pain, but they don't lock up and destroy your clutch plate).

2. If it runs fine, don't fiddle – there was no reason at all for Colin to check his point

“The Chook Shed”. Despite its “original” appearance, Don Tracey and Len Barry's 203 wagon made the distance. Photo taken at the Winton Caravan Park, voted the best value on the trip especially for the dinner and bush poets.

gap in Erldunda, and he wishes he hadn't!

3. Some lead replacement products work well. In the 2003 rerun several cars suffered valve seat recession, mostly with seats that had been replaced. On this trip there were no problems. The products used were Nulon Lead Substitute (red liquid), and Flashlube Valve Saver Fluid (yellow).

It was enjoyable to meet locals, other participants and see the countryside. Central Australia is quite green from recent rain, contrasting with the red sand dunes.

The main roads are excellent. We passed a continual stream of 4x4 towing caravans heading north, where the caravan parks were already near capacity! Yulara wins the award for most expensive campsites and fuel ULP \$2.09/ litre! One 404 had greatly overpriced exhaust repairs at Yulara, (which failed two days later). Winton Caravan Park was the best value, with a roast dinner and a great night's entertainment.



Devil's Marbles. A long way from Canberra.



Line-up at Alice Springs Transport Museum.



Time out to smell the grevilleas.



A treasure along the way.



Queensland bottle tree Roma Qld. Photo: Colin Handley.

REDEX RERUN

Pictorial



Photo: Brad Pillans

REDEX RERUN



Colin's wife, Shirley, who accompanied him on the rally, pictured at the Uluru stop. Photo: Colin Handley.



Sand dune Mt Connor lookout. Photo: Colin Handley.

Women redex participants in 747 engine pod Longreach Qantas museum. Photo Colin Handley.



Keith Bridge under wing of donated 747, Qantas museum Longreach. Photo: Colin Handley.



Camp ground Canarvon Gorge among the ancient cycads: Photo Colin Handley.

REDEX RERUN



Lunch at Cooma car club. All photos: Colin Handley.



Lunch at Cooma car club.



Wyngin Hotel morning tea stop.



Peter Flanagan navigator with Geoff Boyd who stayed behind the wheel.



Line-up Tennant Ck tourist information centre for local ABC interview.



Servicing cars Darwin, where the Darwin Car Club helped with changing a clutch, a gearbox, water pumps, starter motor, along with oil and greases.



Part of the Redex re-run contingent, including Colin Handley's 203 wagon, and Dave Rowell's 403 wagon, took time out for a break in the main street of Winton, Queensland.

REDEX RERUN

Pictorial



Some of the cars after their arrival at Melrose Peugeot in Canberra.
Photo: Peter Rees.

REDEX RERUN

Pictorial



Photo: Peter Rees.

REDEX RERUN

Pictorial



Photo: Peter Rees.

BATTLE OF WATERLOO 9 JUNE 2013

The Battle of Waterloo

Victory! At last!

The French forces carried the day at the annual Battle of Waterloo, although it was a close run thing, 39 to 35 vehicles.

But a win is a win is a win, and we'll take it for this year on a morning which saw the competing forces camouflaged by the fog enveloping Lake Burley Griffin.

Thanks to all car owners who displayed their vehicles.



A lovely 306 Cabriolet caught the eye in the French line-up.



An early 1960s Jensen C-V8 was one of the rare British vehicles.



The Jensen C-V8.

BATTLE OF WATERLOO 9 JUNE 2013

Pictorial



This rare and beautifully restored 1926 Salmson was the stand-out among the French forces.

BATTLE OF WATERLOO 9 JUNE 2013



Part of the French line-up.



This early 1950s Austin was restored after being found dilapidated in the Mojave Desert.



The fog lifts on part of the British line-up.



A lovely brace of Jaguar XKs.

BATTLE OF WATERLOO 9 JUNE 2013

Pictorial



This pair of BRG mid-'50s MG Magnettes were another highlight of the display.

BATTLE OF WATERLOO 9 JUNE 2013

Pictorial



Brad and Sue stoically manned the sausage sizzle tent.

Peugeot to double 2008 production

Peugeot has announced that production of the 2008 will double in order to meet strong demand for the attractive crossover.

The 2008 is manufactured at PSA's factory located in Mulhouse in eastern France where they currently make 5,000 units each month.

Peugeot's chief Maxime Picat said production will be doubled to 10,000 units per month starting September when they will add a second shift.

Picat mentioned Peugeot has already received 16,000 orders and most of them come from dealerships where the car hasn't even been showcased yet.

Peugeot believes they'll be able to sell 200,000 units of the 2008 crossover in 2015. Half of them will be produced in Mulhouse for Europe, China and South America, while 45,000 cars will be made in Brazil. The remaining 55,000 units are going to be manufactured in China.

Source: europe.autonews.com



French car spouses, relax!

The French may have a reputation for love, but it seems not French cars.

That's the only conclusion to be drawn from a poll of "cheating" partners by the British website, Illicit Encounters.

According to The Motor Report, the poll found Peugeots and Renaults were the cars driven least by cheaters – in Peugeot's case, just 0.38 per cent, and in Renault's 0.51 per cent.

Top place went to Audi, with 22.21 per cent, followed by BMW with 13.79 per cent. Making it an all-German affair, Mercedes-Benz came in third with 8.73 per cent. Even Volkswagen managed to sneak into the top five, with 5.74 per cent, behind Volvo on 7.55 per cent – and we all thought Volvo drivers wore boring cardigans!

Illicit Encounters is a British website for people seeking, believe it or not, an affair. It has over 800,000 members, and each year it asks members to identify their cars to compile the poll results.

"Cars can reveal a lot about their owners, all the cars in the top five represent our members, they are typically successful, motivated, high-achievers who are less likely to settle for something they find unsatisfying, be it a car or a relationship," spokesperson

for Illicit Encounters, Mike Taylor, said.

"Car manufacturers know this and Mercedes even famously used infidelity to advertise its cars with the banned 'Not In This Weather' advert."

Source: The Motor Report



The great Peugeot rush

Peter Wilson

A former Peugeot dealer recalled recently the days when he had customers who would put up their hand every time a new model Peugeot came out.

A 404 would be traded on a 504, a 504 traded on a 505 or a 604, a 505 traded on a 405 and so on. It doesn't happen these days.

The life of each model is shorter and a fuller spread of the Peugeot range than previously is available here. Automobiles Peugeot may have eased the confusion of its changing model numbers by locking them to oh-eight or oh-one (with exceptions) but it's still got a lot of numbers.

The different new models are coming so fast that if an enthusiastic loyal Peugeotophile kept putting up his or her hand each time, much of the driving time would be spent heading to the dealer to switch cars.

Eleven models have been introduced or updated in the past three years. In a four-year period the tally will be 15 new Peugeot models, Peugeot Automobiles Australia managing director Bill Gillespie told GoAuto News.

The latest is the facelifted RCZ that motor-ing journalists took for a fang on the Sandown track in May to experience the nimble handling it demonstrated at Bathurst in summer. That's

competing for media attention with the arrival of the 5008 people mover and it won't be long before we see the new gap-filling hot hatch plus the next instalment of the long debate on the merits of the 208 GTi against the 205 GTi.

Then the focus will be on the 2008 crossover, the next 308 and the 3008 facelift. Apart from the 308, still Peugeot's top selling model, most of these are niche models and all



The 5008: people mover for the family.

are in competitive segments. For instance the keenly priced 5008, similar to the Citroën's C4 Grand Picasso that sold 11 units in the first quarter, is up against 12 rival people movers.

However, considered with the existing range, it's a lot of choice for Peugeot buyers. According to Mr Gillespie, Peugeot owners are a loyal lot and repeat buying is very high at 85 per cent, with some changing their cars every two to three years.

Apart from the owners' driving experiences with their cars, the introduction of capped-price servicing – a first in the premium sector – is regarded an important factor in retaining customers.

The distributor has begun a big advertising campaign to widen its customer net and is signing up more dealers. The signage for Muir Peugeot have been sighted in Sydney's Fivedock area as a big name in Holdens prepares to take on the brand, possibly this month. The bulldozing of the South Dowling Street premises of a former Peugeot dealership turned VW site turned Christmas shop was a reminder that there no longer is an outlet close to the CBD and Eastern Suburbs.

Another initiative is the "just add petrol" approach to leasing the 208 GTi in which the payments will include servicing costs. A guaranteed buy-back price is offered after two to three years.

Mr Gillespie told GoAuto the deal was

aimed at anyone who had issues with European car residual values.

Peugeot was also trying to shake off an undeserved image that European cars were less reliable than other vehicles, he said. "I don't know of any more issues with Peugeot-badged cars than Toyota has with the Camry. Peugeot's cars are no worse than the reputation of any other brand," he told GoAuto's Barry Park. "The Camry's residuals are very poor compared with Peugeot's, so we're trying to get around that by offering buyers the opportunity to drive it and pay one monthly fee, and at the end of the deal we buy it back from them for an agreed price."

The problem is that today's motoring writers don't show the respect for Peugeot that previous generations did when the cars were so much better and safer to drive than anything built locally. As a small brand and a French one it is easier to knock or to make a glib remark about than those with more market weight.

For instance, Open Road introduced the subject Peugeot reliability when it had a 508 for a long-term test. Questioned about this, the writer said he was basing this on J D Power surveys in the UK, even though Peugeots of different specification are sold there. However, the eventual test report was glowing.

A used car review of the 307 in the Sydney Morning Herald Drive section cited recalls plaguing the model and warned buyers to check with a dealer that the problems had been fixed. All brands have recalls – and some have been very big – and motoring writers should know the

extensive lengths distributors go to track down cars and meet their statutory obligations on recalls.

April was not a great month for Peugeot, with sales slipping to 377, compared with 543 last year, which was the best April for four years. Renault led the French brands with sales of 446 thanks to its Koleos SUV and a fat contract to supply its Trafic vans to Australia Post; the postie found its Mercedes vans were expensive to service.

Citroën was still struggling with sales of 80 units, but some big price slashing could lift May figures. The Federal Chamber of Automotive Industries indicated that demand for new motor vehicles continued to be strong in the Australian market in April, with sales figures of 85,117 units up 7.6% on the April 2012 data. Year-to-date sales in 2013 of 358,165 units were 5 per cent higher than the first four months of 2012. Toyota's Corolla (3,504) and HiLux tradie ute (2,932) outsold the Mazda3 (2,842) as April's top sellers, the official figures showed.

The Chamber noted the strong upward trends in private buying of SUVs and light commercials, up 11 per cent and 12 per cent respectively. The writing on the wall for Ford was its Territory (up 17 per cent on the previous April to 1,206) outselling the Falcon (down 30 per cent to 717).

The Pugilist

The fuss of fuses

Mark Besley

The search for Maxi Fuses

Given the amount of electronics in all modern Peugeots, it is not surprising that there are a lot of fuses. As an example, my 307 has over 40 fuses, 17 in the “lost half” of the glovebox where more electronics reside, 18 under the bonnet near the engine management computer, and 7 “Maxi Fuses”.

According to its Owner’s Handbook, the 3008 appears to have at least 50 fuses in three locations – the glovebox, near the engine management computer and on top of the battery. Removing the cover in the left part of the glovebox reveals a mass of wiring and a large number of fuses that would be somewhat difficult to access. Hopefully I won’t need to be replacing any!



Mass of wiring in left half of 3008 glovebox



One of the rows of fuses in the 3008 glovebox behind all those wires

Of course the exact number of fuses varies depending on options and accessories fitted to the vehicle, but compare it to the four fuses in a 403 or early 404 or even the massive increase to five fuses when 404s went to the later wiring loom that came with the “round instruments”. Since the later 505s, Peugeot like most manufacturers have used the ubiquitous “blade” type fuses.

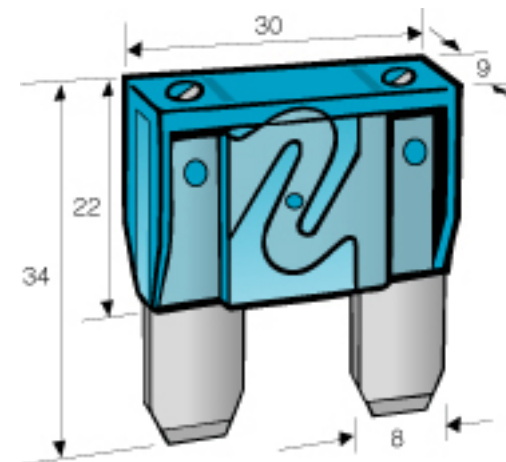
These come in various sizes but the standard (19mm long) type is frequently used. Later Peugeots also have increasing numbers of “Mini” fuses (11mm), no doubt used in order to fit increasing numbers into the available space.

In a 307, these fuses are all easy to locate, inspect and replace if necessary in one of the two locations that I mentioned. The Owner’s Handbook describes in detail the locations of each fuse and the items protected by it. So far, so good until you come to seven items that are protected by “Maxi Fuses”.

These are designated in the Owner’s Handbook as “MF1” to “MF8”. Curiously, both the 307 and 3008 have seven Maxi Fuses but the numbering goes to eight. The 3008 Handbook simply says “MF1 Not Used” but the 307

mysteriously skips MF7. Perhaps seven is deemed an unlucky number and was skipped in the same way that the thirteenth floor is omitted from some buildings?

What is a Maxi Fuse? It is simply a larger blade type fuse, 30mm long as shown in the diagram below.



Maxi Fuse showing dimensions in mm

Unfortunately the Owner’s Handbook does not divulge the location of the Maxi Fuses and the advice given in relation to the Maxi Fuses is “The maxi-fuses provide additional protection for the electrical systems. All work on the maxi-fuses must be carried out by a PEUGEOT dealer”. So what happens if you have a problem with an item protected by a Maxi Fuse and you want to check it? It seems that the intention

is that you get the car towed to a Dealer.

So when I wanted to check a Maxi Fuse in the 307 did I call the tow truck? Of course not, I went and looked in the Haynes 307 Manual – surely that would show the location of the Maxi Fuses. No – it just described the two locations of the standard fuses which I already knew.

OK, back out to the car and time for some serious searching. Logic told me that they had to be located near other “electrical stuff” and a bit of poking around with a bright light led to discovery. I can now reveal that the Maxi Fuses are hidden under the fuse/relay box in the engine compartment as shown in the picture below.



Fuse/Relay Box partly lifted to show location of Maxi Fuses (circled)

It is simply a matter of unclipping the box, removing connectors as necessary and the Maxi Fuses can be accessed.

So why all the secrecy? Keep in mind that the Maxi Fuses protect the highest-powered items (i.e. the things that draw the most current) in the vehicle. These include the electric power steering pump, ABS system, fans, and other internal systems in the car. Power comes straight from the battery (immediately adjacent), through some very thick cable and thick metal conductors.

Care is needed to ensure that power coming direct from the battery is not shorted to anything that could cause damage. However it is pretty easy to disconnect the battery if you want to work in this area. I would prefer the ability to replace a fuse myself if that was all that was required to get the car operational.

Steering Without Power OK, so why was I looking for the Maxi Fuses? The problems all started when Olga mentioned that the “steering was broken” in the 307. Immediately this conjured up images of cartoons where the steering wheel and part of the steering column break off in the character’s hands, or old movies where someone’s car has been sabotaged and turning the steering wheel has no effect on the direction of travel, of course when the car is travelling at high speed.

On a more serious note, some may recall that a dodgy batch of non-genuine steering flectors were sold aftermarket and fitted as replacements to some 504s and 505s about twenty

years ago. These did not have the correct metal reinforcing inside the rubber, and failure of the rubber led to a situation where turning the steering wheel had little effect on the direction of the front wheels.

I sincerely hope that none of these flectors are in existence now. But back to the 307 – a quick check revealed that the steering was still operative, just incredibly heavy to the point where the car was extremely difficult to drive at low speed.

My first thought was a rack/hydraulic problem. You may recall some time ago I discussed rack corrosion, seal damage and consequent loss of hydraulic fluid. So the first check was the power steering fluid level.

It’s not easy to get at the power steering fluid reservoir in a 307 – it is located on the driver’s side towards the front of the car and fairly low. Even after removing a plastic cover, the windscreen washer reservoir filler gets in the way of your access to the power steering reservoir cap.

With a bit of perseverance I managed to get the cap off only to discover that there was plenty of fluid. OK, not a fluid leak then. The next thing was to consider that the electric power steering pump might not be getting any electrical power. One interesting aspect of the electric power steering is that power assistance can be provided even when the engine is not running.

If the ignition is on and the car is moving, even extremely slowly, the power steering

pump will actuate when the steering wheel is turned. It was fairly easy to do this and verify that I could not hear the power steering pump, so my next step was to check Maxi Fuse 8, a 70 Amp fuse that feeds the pump. Thus began the “Search for the Maxi Fuses”.

Despite my excitement in locating Maxi Fuse 8, the potential diagnosis of a cheap and easy fix came to an end when I discovered that the Maxi Fuse was intact.



A 70 amp Maxi Fuse as Used with Peugeot Power Steering (Tan is the standard colour code for 70A)

Unfortunately this meant that something more serious was afoot so at this point I was forced to seek assistance. In next month's column, I'll describe how the saga unfolded.

— from Torque

