

ROAR

Magazine of the Peugeot Association of Canberra



May 2013

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ON THE COVER

A REDEX rerun memory. See President's Report for details. (Brad Pillans) Look inside this edition of RoAR for photos of the 2013 Redex rerun happening now.

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,

As I write this column, the 60th Anniversary Redex Rerun Trial is in progress, including some local entrants – Colin Handley, Geoff Boyd and Dave Rowell (and their co-drivers). You can follow all the action online with the following link:

<http://redexrerun.wordpress.com/>

The re-run is a celebration of the famous victory of Ken Tubman and John Marshall in the first Redex Round Australia Trial, in 1953, in a Peugeot 203. Apparently, the win caused a sales rush and every new Peugeot in the country was sold within a week. It also firmly established the Pug reputation for reliability and durability in Australia – eleven 203's started and all eleven finished the 1953 trial.

Did you know that Jack Brabham also

participated in the 1953 trial? He drove a 48/215 Holden, but not to a podium finish.....

The re-run cars will arrive in Canberra on Friday 7 June, and will be on display at Melrose Automobiles, Melrose Drive, Phillip. There will be a BBQ from 4.30 pm onwards and all club members are invited to attend.

In 2003, Sue and I actually met up with the 50th Anniversary re-run at Wycliffe Well Holiday Park (near Tennant Creek, NT), widely known as the UFO capital of Australia, and featuring a number of interesting statues scattered throughout the site – see cover photo.

Doing a bit of dirt road driving in the 508 recently, I managed to puncture a front tyre with a largish gash in the sidewall. Not having tyre pressure sensors on the 508 (my 407 had them, though) it took a while to realise that the tyre was flat, and I was lucky not to damage the alloy wheel. The tyre was a write-off, of course, and the next day I was \$380 poorer (the cost of a new Michelin). On the bright side, the tyre had done 40,000km, so was well-worn.

A few days later I had the 40,000km service done at Melrose Peugeot. I dropped the car off soon after 8 am, and drove out in a 308 loan car, courtesy of Sean, the Pug sales manager. Don't get me wrong, the 308 is a nice car (it was a diesel auto), but the 508 is well ahead for comfort and equipment.

I returned to pick up the 508 around 5 pm but there was a problem – when I turned on the radio, there was a regular beep, beep, beep noise coming from the console. Back in the workshop the problem was proving to be tricky to fix, so I was given another car overnight – a 4008.

Once again, very Spartan compared with the 508 and obviously not a real Pug, because the indicator stalk is on the right not the left of the steering column! The 4008 was happily returned the next morning, when I was able to collect the 508. The problem had something to do with the BSI (Body Control Unit) upgrade that was undertaken as part of

the service, but I did not get any further details, nor did I really want them. After all, I had my favourite car back!

Don't forget to come to the Battle of Waterloo event, to be held on the Rond Terraces (bottom of ANZAC Parade), on Sunday 9 June. We have been soundly beaten (outnumbered) by the dastardly British forces in past few years and it's time to turn the tables.

As usual, the club will run a BBQ and a coffee van will also be on hand – both most welcome in cold weather. Participants should arrive before 10 am, with the event running until mid-afternoon. Cars will enter the site from Constitution Avenue, via Wendouree Drive, adjacent to Blundell's Cottage.

As a sign of the times, the National Capital Authority requested a risk assessment plan to be submitted before they approved our event – I don't think we mentioned the possibility of heavy artillery on the battlefield!

The next club meeting will be held at the Weston Club, at 8 pm on Tuesday 28 May, with dinner from 7 pm.

Keep on Pugging,

Brad Pillans

2013 COMMITTEE

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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

Calendar

28 May

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

7 June

Redex re-run cars on display at Melrose Automobiles, Melrose Drive, Phillip. Cars will start 8 am from Old Tumut Railway Station, Snowy Mountain Highway; tea break Adaminaby; lunch Cooma; finish book-in 5.30 – 6 pm Melrose Automobiles. There will be a BBQ from 4.30 pm onwards and all club members are invited to attend. Vehicles overnight in Canberra.

8 June

Redex cars start 9 am from Carotel Tourist Park Canberra; tea break Goulburn; 1953 Horror Stretch; finish Parramatta Peugeot Dealer; Gala Dinner at Blacktown Workers Club, Parramatta.

16 June

Motorkhana, Ansell Park, Windsor. See accompanying story.

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.

French car drives in 2013

Here is the proposed schedule of events for this year:

June 23: Afternoon drive to Goulburn, visit South Hill Gallery.

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

Time for motorkhana entries Sunday 16 June 2013

You'd better decide soon whether to try your skill in a motorkhana because after all the planning and negotiations this is the month when it is all happening.

All the fun of driving your car skilfully through some set exercises will be at Ansell Park, Windsor on Sunday, 16 June when we will be guests on the motorkhana grounds owned by the FIAT Club of NSW. It's more of a fun "Come and Try Day" than a competitive day and it's a family day as 12-year-olds and up are welcome.

Each participant will get four planned autotests/courses in the morning and four in the afternoon while a Junior Clinic for first-time kids from 12 years of age is held on a separate field to the main competition and club cars are available for them to drive.

Because of safety issues, there are some formalities.

1. Entries. The entry forms and supplementary regulations will be available to those who get in touch and on-line registration is encouraged.

Entry is \$35 per driver (to cover administration and CAMS permit costs) plus licence costs. You will need your Peugeot Car Club of NSW membership card. For juniors, 12- to 16-year-olds, the cost is \$20.

Early bird senior entrants who submit entry forms by the Thursday before the event on Sunday get a \$5 reduction; monies can be paid on the day.

The junior clinic costs \$25, including club car use, or \$20 if youngsters have their own car.

Registration is from 9 am and events start at 10 am.

2. Licences. Since the motorkhana is run under a CAMS permit, to participate you need a CAMS licence for the eight events. A Level 2 Non-Speed licence (L2NS) is the minimum requirement, but a Level 2 Speed (L2S) licence is acceptable.

The Fiat Club will have CAMS Single Event licence forms available on the day and drivers will be advised of the procedure for submit-

ting these forms to CAMS.

3. Safety. The cars will be scrutineered and in particular, all loose items must be removed from inside (and outside for that matter), wheels must be tight, battery must be secure, valve caps on all wheels and seatbelts will be checked.

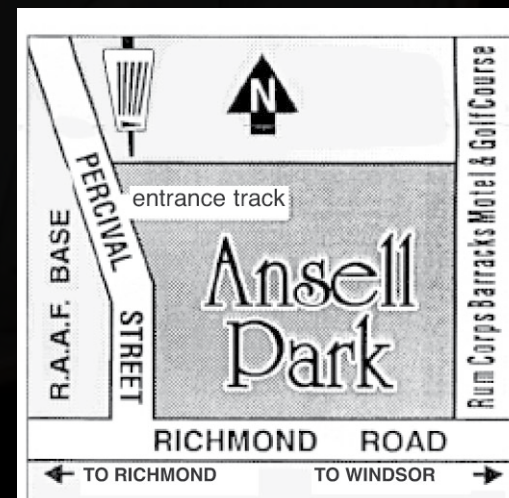
A Sausage Sizzle lunch is available on the day, costing a reasonable \$1 for hot or cold drinks and \$2.50 for a sausage sandwich. Water and toilet facilities are available on site.

The FIAT club's grounds are in Percival Street, Clarendon, next to the Richmond Royal Australian Air Force base. Entry is via a driveway with a small sign saying "Ansell Park, Private Property", about 100 metres from the intersection of Hawkesbury Valley Way. There is a grassed car park for competitors and visitors.

Volunteers are welcome to time keep and help generally. This could be done while spectating.

To join in the fun, contact me at pinky206cc@optusnet.com.au or 0413 594 792. Peter Jakrot, competition secretary of the FIAT Club will also help with questions: competition@fiatclub.com.au or 0419 983 247.

Helen "Pinkie" Louran



BATTLE OF WATERLOO 9 JUNE 2013

**BATTLE OF WATERLOO
SUNDAY 9 JUNE 2013
ROND TERRACE**

A gathering of French and British vehicles, including some bicycles, will be held on Sunday 9 June 2013 at Rond Terrace to commemorate the Battle of Waterloo in 1815.

The event is being sponsored by Shannon's Insurance. In past years, the event has attracted up to 100 cars and around 150 participants depending on the weather. Entry to the event is open to the general public.

The event is being organised by the Renault Owners Club of Canberra (ROCC) in conjunction with the Peugeot Association of Canberra (PAC) and sponsors.

Entry to and egress from the event will be via Constitution Ave and Macquarie Drive and then via the gate near Blundell's Cottage.

Freestanding directional signs will be at the intersections of Anzac Parade with Constitution Avenue and Constitution Avenue and Macquarie Drive and at the entrance near Blundell's Cottage to designate the entry point for the event. The sign at the entrance will designate an advisory speed limit of 5kph. An official in a fluoro vest will be at the entrance to guide cars to their respective locations.

Public parking will be directed to the hard standing area just south of Rond Pond at the end of Anzac Parade.

All cars will be parked on the hard stand red granite area and well back from the RG Menzies walkway on the lake edge as public access to the area is not restricted. Drip trays are required.

Coffee, tea and drink facilities will be available. Food will be provided by a BBQ run by the PAC next to the coffee van. Each will have waste disposal facilities. Toilet facilities are located to the west in Commonwealth Park.

Door prizes comprising bottles of "The Arrogant Frog" will be available as door prizes to be drawn towards the end of the event. So stick around in case you are a winner. These are donated by Shannons. Otherwise the event is to be glass free.

Depending on forecasts, the event will be cancelled if there are forecast high or gusty winds or if there is rain. Advice as to any cancellation will be posted the day before on the ACT Council of Motor Clubs website and via email to participating clubs.

Event Schedule

Set up at 9am

Event 10am to 3pm

Take down and clean up from 3pm

Contacts:

Barry McAdie 0415 907 614

email bardot@homemail.com.au

Lisa Molvig 0412 011927

PEUGEOT ELECTRIC



The way of the future

Colin Handley snapped this photo of Peugeot Ions being re-charged in Spain during a recent visit.

"Spain was great, VFT trains excellent; food, bars most enjoyable; taxis and accommodation cheaper than here," he reported.

"Big crowds in Barcelona at Gaudi places and the Picasso Museum had 100m queue in the rain !!

"Sagrada Familia is absolutely fantastic inside. Get an audio guide or tour!

Well worth it."



Peugeot lobs seven-seat 5008

15 May 2013
Tim Nicholson

Peugeot has undercut some of its main rivals with the 5008 people mover kicking off for less than the base model Kia Carnival and Honda Odyssey.

Starting at \$36,990 plus on-roads for the petrol Active, the French car-maker's first attempt at a people mover here is now available, with one specification level offered, powered by singular petrol or diesel engines.

Arriving a little late to the party after going on sale in Europe in 2009, the 5008 diesel Active retails for \$40,490, which is \$1000 dearer than sister company Citroën's C4 Grand Picasso.

While it undercuts some rivals, it can't match the bargain basement price of the recently released Fiat Freemont that starts from \$25,990, or even that vehicle's donor car, the Dodge Journey for \$32,400.

The seven-seat 5008 features a versatile interior with reclining second row seats that, along with the third row, can be lowered into the floor of the vehicle. With the front passenger seat folded flat, long

cargo can be stowed as far up as the glove box, making trips to Bunnings a bit easier.

Drivers can feel tall in the 5008 with a raised seating position that Peugeot says "gives the driver excellent visibility and a real feeling of safety," while a large panoramic glass roof enhances the feeling of space in the cockpit.

Cargo space is a respectable 758-823 litres, depending on the position of the third row, but this increases to 1,247 litres when the rear parcel shelf is removed and 2,506 litres when the second seating row is folded away.

By comparison, Kia's top selling Grand

Carnival (from \$38,990) manages 912 litres with all seats up and 2,380 litres with just the third row folded down.

Peugeot claims that third row passengers won't feel like they drew the short straw with the inclusion of head-protecting curtain airbags that stretch all the way back to the rear, air conditioning controls and a centred seating position that allows passengers to chat to people in the front seats.

Other safety gear in the 5008 includes a collapsible steering wheel and pre-tensioning front seat belts and a total of six airbags.



Powering the petrol model is a 1.6-litre unit that is the smallest capacity in the segment, producing 115kW of power and 240Nm of torque for combined fuel economy of 7.6 litres per 100 kilometres.

The bigger 2.2-litre diesel unit produces 120kW and 340Nm of torque with fuel economy of 6.3L/100km.

To appeal to value-seeking families, Peugeot has fitted the 5008 with a solid standard features list that includes a seven-inch retractable sat-nav screen, rear camera and parking sensors, multimedia system in the rear with two seven-inch screens, dual-zone climate control and retractable blinds on the two rear rows. A leather interior option is a \$3,500 extra.

GoAuto.com.au

Peugeot goes upmarket with new 308

14 May 2013

By TIM NICHOLSON

Peugeot's all-new 308 hatch will shake its gawky suit for more modern design language as part of the French car-maker's bid to take the brand further upmarket.

From front on, the all-new 308 fea-

tures six crease lines in the bonnet and Peugeot's 'floating' chrome-rimmed grille, while new full LED head-lights will be standard on some, but not all variants.

Peugeot says that its iconic lion badge has inspired the tail-light cluster, with the display resembling three claw marks as the lights creep around to the rear shoulder in a C shape similar to the smaller 208.

A completely redesigned interior that

Peugeot calls the "i-cockpit" features a big 9.7-inch touch-screen interface that also helps to cut the number of buttons on the dash, bestowing the centre stack with a much cleaner look.

Also downsized is the steering wheel, which is replaced with a smaller-diameter tiller - a strategy also used for the 208 compact hatch. The second-generation 308 will go on sale in Europe later this year, pointing to an



Australian release some time in early 2014.

Built in France using a platform that will also underpin the next-generation Citroen C4 Picasso, the new 308 is 140kg lighter and, at 4.25 metres long, shorter than the model it replaces.

Peugeot said weight reductions also helped to cut carbon dioxide emissions, with one unspecified 308 variant producing just 85g/km – making it better for the environment than a Toyota Prius.

Buyers can expect a choice of more fuel-efficient petrol and diesel engines mated to either manual or automatic gearboxes. The 308 is the latest Pug to graduate to the French car-maker's new corporate look, which, while less dramatic than the original 308, follows the design of the 508 mid-size range, 208 hatch, and 2008 sub-compact SUV due in Australia later this year.

Peugeot will aim the 308 at Volkswagen's all-conquering Golf, as well as other premium small cars such as the Mercedes-Benz A-Class and BMW's 1 Series.

The new-look 308 arrives just as Peugeot's seven-seat 5008 wagon, based on sister company Citroen's C4 Grand Picasso people-mover, launches in Australia with a choice of a petrol or diesel power-trains, and in base-model Active specification only.

GoAuto.com.au



Scorching Peugeot RCZ R Australia-bound

8 May 2013

Barry Park

Peugeot will soon start building 500 examples of its hottest coupe ever - and as many of 20 of them could be destined for Australia.

Peugeot Automotive Australia managing director Bill Gillespie said yesterday that the French car-maker planned to start limited production of the 180kW-plus RCZ R at Austrian car-making specialist Magna Steyr around September, and could land here by early 2014.

"That's due in Australia probably about quarter one (2014)," Mr Gillespie said.

"We haven't had confirmation of production allocation (of the RCZ R) yet, but they're going to build 500 cars for around the world, and we're hoping to get 20 of those cars in 2014."

Mr Gillespie said the French brand was still working on pricing and specification of the RCZ R.

"It's a very aggressive car with a big rear wing, and obviously we'd love to have the car in Australia," he said.

Peugeot believes the Audi TT is the RCZ's closest natural competitor even though it costs about \$10,000 more than the lion-badged coupe.

Audi sells a couple of higher-performance versions of the TT, including the

200kW four-cylinder TTS coupe and roadster, and the 250kW five-cylinder TTRS.

The TTS coupe sells for just less than \$100,000, suggesting the price of the RCZ R would sit at about \$80,000 when it lands here.

Peugeot will release more details of the RCZ R, including full performance specifications, ahead of the launch of the hatchback's production version later this year.

The RCZ R concept was unveiled at the Geneva motor show earlier this year.

GoAuto.com.au



PEUGEOT CAR CLUB OF VICTORIA 60th Anniversary REDEX Rerun

Entries

1	Les Hanson	203
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4	Don Pearson	204
5	Ian Reddoch	203
6	Dave Rowell	403 wagon
7	Peter Nash	203
8	Jack Phillips	Humber 53
9	John Brumby	203
10	Rod Farrell	VW Beetle 57
11	John Vagg	203
12	Joan Hoey	505
13	Phil Bromley	403
14	Colin Handley	203 Van
15	Ted Geermans	203
16	Damien Jenkins	404 Ute
17	Robert Crosland	403
18	Don Tracey	203 wagon
19	Paul Watson	403
20	Peter Dobe	203
21	Geoff Boyd	203
22	Les Jennings	203
23	Keith Boyd	203 Van
24	Philip Thompson	403
25	Stephen Waddington	203
26	Keith Bridge	203 ute
27	Don O'Regan	403
28	Allan Horsley	505
50	Doug Fernie	203
53	Ian Hampton	203

Follow the action on the Redex Rerun Blog Site

<http://redexrerun.wordpress.com/>

The photos on the following pages have been pinched from that web site.









Fixing a leak in my 504 injection system

Steve Palocz

Yes I had a leak in the injection pump of my 504. I don't use my 504 much these days so it was inevitable that I had a leak here.

About a year ago I wanted to use my 504 and as I backed the car out I could smell petrol. I opened the bonnet and could see fuel leaking around the return line at the bottom of the injection pump.

It looked like the return fuel line was leaking so I replaced about half a meter of fuel hose. A few months later when I wanted to use my 504 again I had the same leak.

It could not be that new fuel line after such a short time. I have a spare injection pump and had a good look at it. It's been over twenty years since I've done any work on this part of the motor so I needed to familiarise myself with the injection pump.

As I turned the spare injection pump over I could see four suction valves at the bottom of the injection pump that are above the return fuel line. Then I remembered that the suction valves are sealed with o-rings and I realised it's probably one of these o-rings that was leaking fuel.

The injection pump is fed by a high pressure electric fuel pump, so if an o-ring has hardened with age the high pressure of the fuel will find its way past an old o-ring.

I have a drawer where I keep all my spare injection parts but there were no spare o-rings. I

also have what I call my "Ti book" that has any information that I come across on the 504 injection system.

In it I still had a receipt from 1992 for the o-rings on the suction valves that I bought from Fluid Seals and Packings. I rang



Charge in there: With the battery removed, access to the bottom of the injection pump is relatively easy.

the number and was pleasantly surprised that the supplier was still in business after twenty years.

I quoted the o-ring number over the phone and was told they were still available but the price had gone up from 25c to a dollar each over twenty years. The next day I drove out to Artarmon in northern Sydney and complained that I only got twenty years use out of the seals.

Ken (behind the counter) was surprised that I still had the receipt from 1992. I always thought that any information on the Kugelfischer injection pump would be useful.

Ken also mentioned that the seals I bought in 1992 were made from Nitrile. The new seals that I was buying were made from Viton and would resist petrol much better than Nitrile and should expect more than twenty years of use.

I told Ken that by then I would be nearly ninety and I would find it difficult to drive from Parramatta to Artarmon.

So thinking many years into the future I bought a dozen o-rings for the cost of only \$12. I left Ken and thanked him for his help mentioning that I have owned my 504 for over forty years and not to be surprised if I turn up and bother him again in twenty five years time. He probably may not recognise me by then. I probably would forget why the hell I was driving to his business by the time I arrive!

To get to the bottom of the injection pump you need to remove the battery. To gain access to the suction valves you also need to loosen the front connection of the fuel return line and swing the line ninety degrees so you can get a 14mm socket onto the hex head of the suction valves — and remember to turn in the opposite direction to undo the valves because they are at the bottom of the injection pump.

I removed all four suction valves. When I had them out some suction valves had minor surface rust on them from traces of water that gets trapped in the fuel.

I had a faint memory that I may have some spare suction valves. Wasn't I surprised to find that I had four as new suction valves. Then I remembered that decades ago I stripped an injection pump to find the pump had four shiny, as new suction valves that I tucked away in a plastic bag. See my picture of the old and new suction valves.

These suction valves when they were available were around \$100 each over twenty years back! So I put the new Viton o-rings on the as new suction valves and installed them into my injection pump. I repositioned the return fuel line, replaced the battery and mopped up any fuel around the motor.

Before I ran the motor I turned the ignition on so only the electric fuel pump was running to check for any leaks around the motor. I didn't want to have another unexpected leak. It all looked ok and I started the motor. When the motor did start it was running on three cylinders! I



Christmas: The joy of discovering long-forgotten spares in a cupboard. A new suction valve on the right.

got a bit angry, realising that one of those suction valves was stuck closed. I guess after over twenty years a valve didn't want to wake up.

On the brink of stopping the motor and reinstalling the original suction valves, I thought that maybe if I rev the motor the stuck valve might open up. I revved the motor to about 3,000rpm when it suddenly started to run smoothly. I let the motor go back to idle and revved it again with no problem.

Stopping the motor I decided to have a cuppa and to see if it would run ok after half an hour. Happily for me, after tea and Tim Tams I started the motor and thankfully, all was ok.

Possibly, when mechanical valves of high precision are left on a shelf for a couple of decades they may stay stuck open or closed. You just need the right approach to wake them up.

This job was some months ago now and the motor still runs on all four cylinders, so that sticking valve is no longer a problem.

Also as I still had eight spare o-rings

I placed four in a plastic clip lock bag that I left in the glove box just in case — as long as I remember that there are four o-rings in the glove box. Yes I labelled the plastic bag.

Fluid Seals and Packings in Artarmon are on the web at www.fluidseals.com.au or old school can be contacted on 02 9438 1622

The Pugilist



505 Dangel

Graham McVean tells us about how he came to own a 505 Dangel

Over the past four or five years I have participated in Hank's "L'AVENTURE PEUGEOT" Outback Adventures in my 505 GTi wagon and whilst the car was excellent for what we

were doing I was looking for a bit more height and rather than modify the much loved wagon we had owned from just about new, I thought I would see if I could find a 505 Dangel.

Henry Dangel was famous for designing and building race cars called 'Mangouste' and the famous suspension kits for Renault Alpines.

In the late 1970s Henry conceived a concept to satisfy a new market need: 4x4. He added his own 4x4 transmission to standard 2WD vehicles like the Peugeot 504.

The Peugeot company liked it and in 1980 Henry Dangel created a company that converted 504 Estates into Dangel 4x4s. During the



80s to the early 90s approximately 2,000 505 wagons were taken from Peugeot's assembly plant in Sochaux to the Dangel factory in Sentein where they were converted to 4WD.

Of course none were exported to Australia, so I started the search in France. I Googled "Peugeot 505 Dangel for sale" and found four that were for sale in various parts of France.

One in particular attracted my attention because it had quite a history. Dangel

One, as I call her, was built in 1988 and delivered to ECM a company that installed France's electricity grid. It remained in the service of that company for nearly 12 years when it was purchased by Christophe Lague.

Christophe used the car for recreational four wheel driving in France for a few years and commenced preparing it in 2006 to compete in the 2007 Africa- Gazoline Rally. He striped the car back to its bare frame and in the rebuilding process changed the colour of it from its original blue to yellow.

Because I was buying the car sight unseen (other than photos on the internet) I had to rely on the honesty of the vendor and I relied heavily on a mate of mine who lives in Paris to do the translations etc so I could get a good picture of the car and its history.

My friend Paul Endelstein, a Russian born Jewish gentleman who has lived all his life in France, was most helpful in getting to know Christophe and the car.

I purchased this Dangel in about September 2011 and for spare parts, just in case, I purchased another one a week later. The only bits we needed from the second car were the top ball joints. The second car has since been sold.

When Christophe drove the car in the Africa-Gazoline in 2007 it was fitted with its original 2.3ltr diesel engine but Christophe decided to scrap that engine and replace it with a rebuilt 2.5ltr turbo charged intercooled Peugeot engine. I am glad he did. The engine is great with fantastic torque. The Dangel is a constant 4WD and is very good in all situations.

I decided to bring the car into Fremantle on a roll on roll off ship and the 6 week journey commenced in Le Havre on 12 December 2011. It travelled via Germany, England and South Africa picking up VWs, new Peugeots, BMWs and Mercedes on the way, arriving on 22 January 2012. Then the fun began.

The car had to comply with Australian Design Rule Standards so side impact bars



had to be installed in all doors, the headlights had to be changed so they dipped the right way. It had to undergo a 'smoke emission test, which it passed beautifully, and they made me take out a perfectly good laminated windscreen to replace it with another perfectly good laminated windscreen because they could not find a sticker on the old one saying it was laminated.

No matter how much I debated it with them they refused to listen. Never mind. The car had to be fitted with an engine immobiliser – I hate it and I think it will get the short shrift soon. Finally the car was registered in Perth in May 2012 and I started the long drive back via the Nullabor to Gladstone in

Queensland.

I had my iPad with me and I was sending photos and an update every night to Paul and Christophe in France of my progress. In one of my communications I told them I was sitting on about 110kph and doing about 1,000 km per day. The message came back from Paul, "Christophe says if you are doing such intensive driving at that speed you better check the gearbox oil every day".

By this stage I was past Norseman heading to Ceduna and I had no way of getting under the thing to check the oil (Hank knows I don't like to get dirty) so I pushed on. After all there was no evidence of oil dropping under the car and none up the back of the tailgate. In Ceduna I had it checked and topped up but it was evident that it was using a fair bit of oil in the gearbox.

I spoke to Hank and we decided to deliver it to Colin Hague in Melbourne so he could organise to have the oil leak fixed. It turned out to be the linkage seals. Whilst it was there we took the opportunity to go over the vehicle to fix any other things that needed attention. We replaced the radiator with a larger one to handle the Australian Outback heat.

I drove the car home to Gladstone a month or so later and since getting it here I have travelled over 10,000k's in it. I am getting an air conditioner fitted and a Polaris GPS system ready



for our next adventure. I am looking forward to taking it on Hank's East/West trip in July and we will go across the Simpson Desert in 2014.

from Torque.



PAC Minutes of General Meeting

23 April 2013

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Birch	
Jim Taylor	
Bill McNamee	
Neil Sperring	
Greg Francis	
Peter Ashley	

Apologies

John Bower
Glen Bryden
Allan Lance

Introduction

1. The meeting opened at 8:22pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The Minutes of the 26 March 2013 meeting were read and accepted. Prop: Neil, Brad: 2nd, Result - Carried

Matters Arising from the Previous Minutes

3. The matter concerning the status of the Public Officer is closed.

4. New member: Mr Peter Ashley welcomed to PAC and he introduced himself to the meeting at the President's invitation.

Financial position

5. The absence of Glen precluded the presentation of the financial report.

Inward correspondence

6. Nil.

Outward correspondence

7. Nil.

Council of ACT Motor Clubs (CACTMC)

8. Neil Sperring presented the Delegate's Report of the last CACTMC General meeting. The main points were:

- a. Proposed Motoring Event – Classics at the Cotter - October 2013.
- b. Queanbeyan Centenary Events.
- c. National Motoring Heritage Day on 19 May 2013.

9. Other events

- a. Notification of French Car Club outings from Lisa Molvig. (See list in RoAR.)
- b. Perth to Sydney Car Rally beginning in July and passing through Canberra on 19 September. This rally costs \$26K to participate.
- c. RedeX re-run Pugs arrive in Canberra on 7 June.

d. The Battle of Waterloo is at 'Rond Terrace' on Sunday 9 June - final arrangements will be advised when they are advised by the ROCC.

General business

10. Bastille Day Celebration: The proposal has been put to hold the Bastille Day Celebration again at Le Tres Bon restaurant in Bungendore on the day, that is, 14 July as advertised by the restaurant. Two and Three Course meals at \$45.00 and \$60.00 respectively or conduct a separate event the following weekend. Expressions of interest required at the next meeting.

Close

11. The meeting closed at 8:52pm. The next meeting will be held on 28 May 2013.