

ROAR

Magazine of the Peugeot Association of Canberra



September 2013

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ON THE COVER

Seen recently at the Frankfurt Motor Show - the 308 R Concept. This model takes all that is good with the RCZ R - the 270hp 1.6 litre motor and places it in a car that you can squeeze a family into. Coming soon to a showroom near you..... maybe. Report page 18.

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

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

I watched it coming, in slow motion – the truck in front of me had flicked up a rock and it was heading directly towards the middle of my windscreen. It made a direct hit about one third of the way up from the base, leaving a characteristic star-shaped chip. When I got home, I had a closer look – it was a shallow chip and I decided that it was nothing to worry about.

That was a couple of months ago and I had completely forgotten about it until I noticed, recently that a crack, about 15cm long, had propagated upwards from the chip. What a bugger – if only I'd had it repaired two months ago.

So, I checked with my insurance company, APIA. Oops, my policy does not have windscreen cover. In fact, APIA must be one of the few insurance companies not to offer it all. "It's probably coming by the end of the year", I was told by the woman at the desk. "Big deal", I thought. With a standard excess of \$500 on my policy, and a windscreen likely to cost more than that, it seems I will be making a claim and paying the



\$500.

Then I checked the cost of a new windscreen for a 508 at Melrose Peugeot – surprisingly low at \$600, plus fitting (a 407 screen is more than double that, apparently).

They recommended Novus as the best people to do the job, so back I went to APIA. "Can I choose my own repairer?" I asked them. Answer – probably not, but I need to make more enquiries. What a bloody circus..... Fortunately the crack is a hairline, invisible unless I look really closely. Maybe I should consider changing to another insurance company which offers windscreen cover and then making a claim on them!

Last week as I was about to get into the 508 in a carpark in Woden, when I noticed a bloke looking a bit interested. "Do you like it?" I said. Yep, he thought it was a fine looking car. "Ever owned a Peugeot?"

I asked. No, but he'd hired a 406 in Europe a few years back and had been very impressed, particularly with the fuel economy. I mentioned some figures for the 508, noting a best of 4.6 l/100 km on a trip to Newcastle. He seemed keen, so I mentioned the price of a new 508, noting that it was about half the price of a 5 series BMW. He seemed even more impressed. Hopefully I have converted another non-believer to the faith.....

Speaking of the faith, I recently read a story, in the Canberra Times, about well known actress Catherine Zeta-Jones (married, until recently, to Michael Douglas). According to the story, she lives in New York and "dresses down" when she's not in the public gaze. "Dressing down", was reported to include spending "the vast majority of the day in flip-flops" and driving her children to school in a Peugeot. No mention of model, though.

The next club meeting will be held at 8pm on Tuesday 24 September at the Weston Club, with dinner, as usual, from 7pm. Come along for a drink and a bite to eat, and catch up on the latest local, national and international Pug gossip.

Keep on Pugging,

Brad Pillans

2013 COMMITTEE

President and Club

Registrar

Brad Pillans
3/35 Lansell Circuit
Wanniassa ACT 2903
6231 7357, 0427 662112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens
PO Box 11
Narrabundah ACT 2604
0429 313 090

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@pcug.org.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
0418 856 504
hca@netspeed.com.au

Social Secretary

Colin Handley
4 Bains Pl
Lyneham 2602
62488442
alpinesigns@ozemail.com.au

General Committee

Colin Handley
Neil Birch

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

206 GTI 180 MY04

206 GTI 180 MY04. Beautiful French Hot Hatch, and so much fun to drive. Only just serviced with a perfect history, this car is in excellent condition.

Low km at 107k, manual gearbox, Rego until October 2013; rare GTI 180 version, 180 HP; sports performance from hot 2.0 engine, matched with one of the best gearboxes in the business. Finely balanced, tactile handling and accurate



steering. Full of features such as: 17 inch alloys, super comfy Recaro seats, sports pedals, climate control air con, rain sensing wipers, 6 speaker stereo. All the safety like traction and stability control, ABS, EBD, Brake assist and lots of airbags. Gorgeous Euro styling, really stunning car! \$9,500. Pete Nichols HMAS Harman, 02 612 78333; mobile 0411 405 058; fax: 02 612 78219.

406 coupe

406 coupe, 2000 D9 manual. Cosmos grey, tan leather. 240,000km. Not pristine but very good condition and a beautiful, reliable car. V6, 8-speaker stereo, heated seats etc. Tow bar. ACT reg to November. \$7800. Contact David on 0408 285 390 or david@swet.com.au.

505 STI Auto

Free to good home: 1985 Peugeot 505 STI. Maroon. 2.2L fuel injected petrol 3 speed automatic. 284,902km. Runs well (needs new battery). Original alloys and near-new Michelin 185/80R14 95T XM1's. No rego/roadworthy. Last registered in ACT Sep 2010. Perfect project or parts car. Must be able to arrange collection in ACT. Owner moving overseas in August. If interested, contact Callum at musto.cd@gmail.com or call 0403 936 185.

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@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 HDi

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

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.

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.

306 XT

306 XT 1998 Hatchback, Silver, 150,795kms, 5-speed manual, 1.8L petrol engine. Good condition. Rego number - YGH-91M, ACT Rego until Nov 23, 2013. See photo below. \$3500 neg. Contact Mark on 0431475436. vmarksearle@netspeed.com.au. Waramanga



CLUB EVENTS 2013

24 September

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

22 October

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

26 November

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:

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.

Peugeot Association of Canberra

Endorsed Club Activities for Members 2013

19 October 2013 | Spin Cars Dance Music | Fyshwick ACT
19-20 October 2013 | National Trust Centenary of Canberra Rally | ACT
19 October 2013 | Capital Jam | Kings Park Lake Burley Griffin ACT (Date still pending)
27 October 2013 | Benny's Custom Car Garage Show'n'Shine | Goulburn NSW
3 November 2013 | Canberra French Car Day | Canberra ACT
3 November 2013 | Canberra Swap Meet | ACT
10 November 2013 | Marques in the Park | Belconnen ACT
23 November 2013 | Tuggeranong Festival | Tuggeranong Town Park ACT
23/24 November 2013 | Queanbeyan Swap Meet & American Car Nationals
1 December 2013 | Terribly British Day | Treasury Car Park Parkes ACT

Members with CRS Registered Vehicles do not have to obtain special permission from the Club Registrar to take their vehicles to these events.



Calendar of Events – September 2013

Name of Event	Date	Location	Contact person	Contact details
GUNDAROO MUSIC FESTIVAL	12 October 2013	Gundaroo	TBA	info@gundaroomusicfestival.com
Museum of the Long Weekend – Vintage caravan display	18 – 20 October 13	Grevillea park Russell	TBA	http://www.longweekend.bighart.org/
Spin Saturday Cars / Dance / Music	19 October 2013	255 Canberra Avenue, Fyshwick	Bruce Perry, Canberra Region Morris Minor Club	0408 652 107 bruceperry@grapevine.com.au
Centenary of Canberra Rally -National Trust	19-20 October 2013	Jervis Bay to Canberra	Nick Arnott	www.nationaltrust.org.au/act/Rally
14 th National Capri & Classic small Ford Muster	25 -27 October 2013			
Canberra Swap Meet	3 November 2013	EPIC – Mitchell		
MARQUES in the Park 2013	10 November 2013	John Knight Park Belconnen	Nick Arnott	American Car Club – 0400 470 100
Canberra Ute Car & Truck Muster	16 – 17 Nov 2013	Hall polo cross grounds	Kelvin Fahey	0466 240 085 www.canberramuster.com
Queanbeyan Swap meet	23/24 November 13	Queanbeyan Show Ground	0427 267 927	www.qbnswap.net
Ford / GM day	23 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
American Car Nationals	24 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
Terribly British Day	1 December 2013	TBA	TBA	TBA



Oh3 Weekend at Hill End

Colin Handley joined other owners of 203s and 403s for the annual Oh3 Weekend at Hill End this month. This historic gold mining town near Bathurst, in the NSW Central West, had five banks, eight churches and 28 pubs in the 1870s when the gold rush was on. A fine setting for some classic Peugeots.

BUSY SCHEDULE OF COOMA CAR CLUB EVENTS IN OCTOBER-NOVEMBER

Cooma Car Club members are working hard preparing for a number of important events, which are scheduled for October and November.

First up will be the Girder Fork (motor cycle) Rally held over the weekend of 19-20 October. The rally, which is held over scenic Cooma-Monaro and Snowy Mountains foothills roads is open only to Girder Fork design bikes manufactured prior to 1949. The event will be headquartered from the Cooma Car Club Clubhouse, 2 Bolaro Street, COOMA.

Cooma Motorfest 2013 will be held on Saturday 2 November at Cooma Showground and once again this event is coinciding with the annual Alpine Region of NSW Snowy Ride. The Motorfest is Cooma Car Club's largest bi-annual event. It is a motor show with a very large range of entries including large trucks and machinery; cars – old, new and in between; Hot rods, street machines, B&S Utes, original cars to "way out"; tractors, stationary engines, motor bikes, boats; military display; a large trade display, and art exhibition. The event also coincides with the Australian National Busking Championships held in Cooma over the weekend; including performances by busking entrants at the Showground.

The Snowy Ride is a motorcycle event run annually in the Alpine Region of NSW. The event is now in its eleventh year with over 1000 bikes entering. Snowy Ride has raised in excess of \$3 million for the Steven Walter childhood cancer research Foundation. Entrants can leave from anywhere and must go through any 3 of 9 check-points including one at the Showground coinciding with the Motorfest.

The Snowy Mountains 1000 sprint will be returning to Cooma on Friday-Saturday 8-9 November after a successful first up event in 2012. The exciting 1000 m, single release runway sprint will be held at Cooma Airport with a widely varied range of entries with manufacturers such as Lamborghini, BMW, Porsche, Chevrolet, Ford, FPV, Honda, Lotus, Holden, HSV, Audi, Nissan, Subaru, Mitsubishi, Mazda, Volkswagen and Shelby.

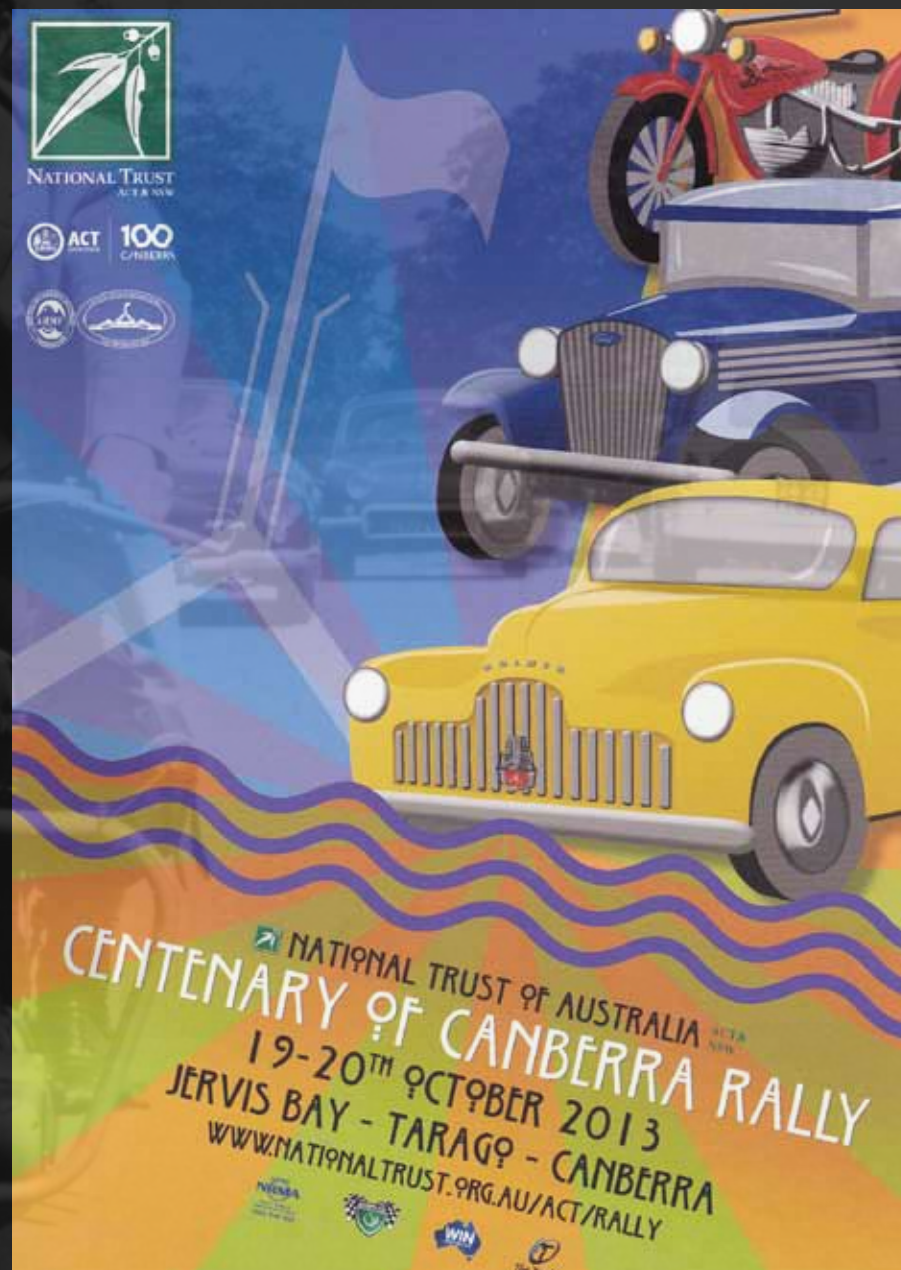
For further information, please contact:

Ian Hampton

Cooma Monaro Historic Automobile Club Inc.

0400 528 115

See also Club website <http://www.coomacarclub.com.au/>



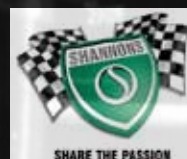
THE NATIONAL TRUST (ACT) & (NSW) CENTENARY OF CANBERRA RALLY 19TH & 20TH OCTOBER 2013

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 NTA 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



RALLY - Update

Early-bird registration closes end Aug

The early-bird registration date for entries in the National Trust/Centenary of Canberra Rally will close off at the end of August.

Due to be run over the weekend of 19 and 20 October 2013, this "Once in 100 Years Event" will likely be the biggest Rally Australia has ever seen.

If you want to be a part of this historical occasion, don't delay registering at <www.nationaltrustact.org.au/act/rally> to confirm your place.

Rally steering committee chairman, Scott McAlister, said the August 30 deadline was the latest date for owners to confirm their place in to the rally. After this date entries are still welcome but the registration price goes up to \$150.

"Entrants would be aware that merchandise has to be ordered and final details for the rally have to be made with confirmed numbers."

"All the broad organisation has been put

into place including the route from the coast, the cruise down Northbourne Ave and the massed display on the lawns of Old Parliament House - now comes the detailed planning and confirmation of numbers. That is why it is so important to have entries in by 30 August," he said.

The rally will take entrants from the New South Wales coast at Jervis Bay through Nerriga, Tarago (where the bulk of the entrants will muster for the journey in to Canberra) via Bungendore and Queanbeyan.

A steam train from Canberra will meet the entrants at Tarago, where a festival fair is being organised by the Tarago community on the sports oval.

Mr McAlister said he encouraged all car club members to consider entering this once in a hundred years event, to celebrate the Centenary of Canberra and the place that the motor car has had in developing Australia.

Rally Patron ready with his "Postie" bike

Former Canberra ABC TV weatherman Mark Connolly has confirmed his attendance in the Centenary of Canberra Rally with his Honda "postie" bike.

"I have always had an interest in motorcycling particularly in motorcycling and currently own a Kawasaki dual Sports and a Honda CT100 Postman's motor cycle", said Mark.

Mark took off in May last year and crossed America solo from Los Angeles to New York on the postman's bike and then travelled from London to Istanbul.

"I am looking forward to playing my part in this exciting and challenging rally from Jervis Bay to Canberra," he said.

Focus on Bungendore

The rally vehicles will make a loop around the town of Bungendore (population around 2000) travelling along the main street of the town

(Kings Highway) and will be encouraged to stop and browse the shops and coffee shops. Bungendore traders, including the famous Bungendore Wood Works, pictured right) are preparing shop windows with motoring related posters.

Below right, Bungendore Road



LATEST NEWS 20 AUGUST

Numbers filling quickly

As of 20 August we have over 250 vehicles committed to the Centenary Rally. Visitors from as far away as Perth and Adelaide will be joining us in October.

Steam Engine Update

Steam locomotive 1230 has recently experienced mechanical difficulties so will not be available for the October weekend. However a replacement engine has been sourced, details of which will be available in the next Newsletter.

Looking for accommodation?

With 83 hotel rooms in Denison and 87 at Woodin, The Trusts Group is an ideal corporate partner for the Centenary of Canberra Rally. Concierge and accompanying services can enjoy their Canberra stay in 4 star comfort at the Quality Hotels along with the convenience of enjoying a meal and beverage at The Trades club without leaving the building. The proximity of the Denison centre to our Exhibition Fair headquarters places it at the forefront of accommodation options. With over 200 spaces below ground The Trades and Quality Hotel offer free parking for hotel guests, situated across the road from Canberra's largest restaurant precinct and within a hundred metres of supermarkets, service stations, banks, newsagency, pharmacy etc.

We encourage you to check them out for yourself at www.thetrades.com.au but don't leave it until too late to secure a booking.

Slight change in route

Due to a perceived problem of rally vehicles having to turn right on to the Princes Highway the rally route master has decided to change the starting point to HMAS Albatross rather than HMAS Creswell. The change will make it easier for vehicles starting from Jervis Bay to enter the Princes Highway.

Contact Us: Enquiries or assistance please contact Chris Wain at the National Trust of Australia (ACT) on (02) 6230 0533. **Email:** <chris.wain@nationaltrustact.org.au> **Entrant details:** www.nationaltrustact.org.au/act/rally **Facebook:** www.facebook.com/canberra100rally

2014 Peugeot Pageant

As announced at the conclusion of the last Pageant in Wodonga, the 2014 Pageant will be held at The Outlook Conference Centre in Boonah, QLD, during Easter 2014—from 18-21 April.

Kay Marken

The PCQ Pageant Committee are very happy with their arrangements for the 2014 Pageant. Following their third on-site visit and discussions, organisation is progressing and they are expecting a successful pageant to follow.

During the discussions with The Outlook and the Boonah Information Centre many helpful ideas and leads to community assistance were provided.

Our intention is to provide everything needed for a Pageant in one place as much as possible, to retain the friendships and camaraderie developed over many years. We also determined to do this at a reasonable price.

With motels in other areas refusing to hold sufficient rooms for us, we were glad to find this site, which means no-one should miss out. Of course, we realize not everyone will want to stay in the shared accommodation, and there are two motels within five minutes that should be able to provide those participants with their accommodation needs.

A few facts about the accommodation at The Outlook. If you saw the 2013

Pageant presentation you would already know that every unit has parking (some undercover), tea and coffee facilities, fridge (some have a cold room), laundry facilities, hand car wash facilities, BBQ and deck, bathrooms and toilets, some have handicap facilities and some have A/C and many have kitchens that you can also use.

There are different unit configurations, and when people send in their replies re attending the 2014 Pageant we hope they will look at the unit diagrams and indicate their accommodation preferences within The Outlook complex, which must be booked through our committee, or at one of the nearby motels.

Contrary to one story circulating, all bed-



rooms have doors ensuring privacy, and we will not allocate more than two to a room unless specifically asked to, even if the plan shows three beds. Due to state law changes, there will be no bunk beds in the bedrooms. As we had never considered using any of these in our room allocations this will not make a difference, but now there won't be a top bunk to hit your head on.

Units 1 and 3 have two accommodation wings. At one end is a separate self-contained "flat" with three bedrooms, which can be used for a total of 3, 4 or 5 occupants, who share a bathroom

and separate toilet. At the other end there are five bedrooms, one of which is a family unit to sleep three with their own bathroom. Unit 2 is similar to units 1 and 3, except that the separate self-contained "flat" has two bedrooms and a much larger wheelchair-friendly bathroom. Unit 6 is a basic 3 bed Queenslander with one bathroom, separate toilet, kitchen, lounge and dining room. Unit 4 is a five bedroom house, with three bedrooms sharing one bathroom and separate toilet at one end, and two larger wheelchair-size bedrooms at the other end, with an extra large wheelchair-accessible bathroom. Unit 7 is the newest, with ten bedrooms with a total of 8 showers and 8 toilets.

This all means that we can accommodate 44 people if we only have only one person in each double room, and 77 people if couples are sharing a bedroom as they would in normal life. Of course, single participants would not be allocated a shared room unless they ask. There are 21 bathrooms in these accommodation units which average at 2 sharing with minimum occupancy and 3.5 sharing if maximum.

We anticipate that we will not be at maximum, as some participants have already expressed the wish to stay with friends or at a motel. So what do you do now?

If you are thinking of attending and staying at The Outlook, indicate your unit and bedroom preference, also telling us other people you would like to be near, and especially stating any health concerns that are affecting your decision.

Remember Units 2, 4 and 7 can all be accessed from ground level. Don't forget, you can also bring your own caravan or tent, and there are separate additional camp kitchen facilities and bathroom and toilet facilities if you do. The



Queensland Club is handling all the accommodation bookings for the Outlook through the registration forms for the Pageant.

If you want to attend but cannot or don't wish to use the shared accommodation we have pre-booked at The Outlook, we suggest you book at one of the motels. We will certainly adjust your accommodation factor in the Pageant fees the fairest we can.

The Boonah Valley Motel is closest, and it is very nicely set out. The Boonah Motel is just a bit further down the road. As we are still negotiating menus and costings, and it is several months before the event, final figures are not available for registration forms yet.

The committee is hopeful of having these registration forms available sometime soon. Your Pageant fee will include your accommodation (unlike previous pageants) and this is part of the reason we booked the complex and of course this will be on the registration form. And also a reminder, if you want to stay Thursday night before the Pageant or Monday night after the Pageant, this is also available at The Outlook, for a small additional fee as charged by The Outlook.

If you did this, a shopping trip in Boonah will help you provide your own food in the fully equipped kitchens or using the

BBQs on the decks. New unit diagrams reflecting the changes from bunk beds are being prepared and will be uploaded to the PCQ site ASAP.

The committee has already been making purchases for filling your

goodies bags, and filling in specific details in the program.

Hope to see you in Queensland in 2014 PCQ Pageant Committee For more info, see www.peugeotclubqld.org.au/peugeot_pageant.html



2014 Pageant Accommodation info August 2013

The accommodation we have booked at The Outlook can cater for about 85 people if every bed is occupied. However, with some bedrooms having 3 beds being used by a couple, and other rooms with two beds being used by a single person, the figure will reduce to about 70 being accommodated at the Outlook in the units.

If there is a group that would like real dorm living, we could always take some beds or mattresses and put them in a conference room! But most of us would prefer our own room so we can close the door occasionally on the talkfests!

There are wheelchair bathrooms in units 2, 4 and 7, and 7 is where the breakfasts will be.

Of course we also have access to the outdoor kitchen and amenities for caravans and tents, this will allow for more, so please ask for the special prices for these.

Remember, you can also talk to us about extra nights each side of Easter for only \$30 a night extra, and it may be possible to book a unit for yourself to stay longer in the area.

Better post your registrations and requests early to make sure you have a bed with us!

Some participants will want to stay elsewhere, and we have no problem with this, and have adjusted our prices for these participants accordingly.

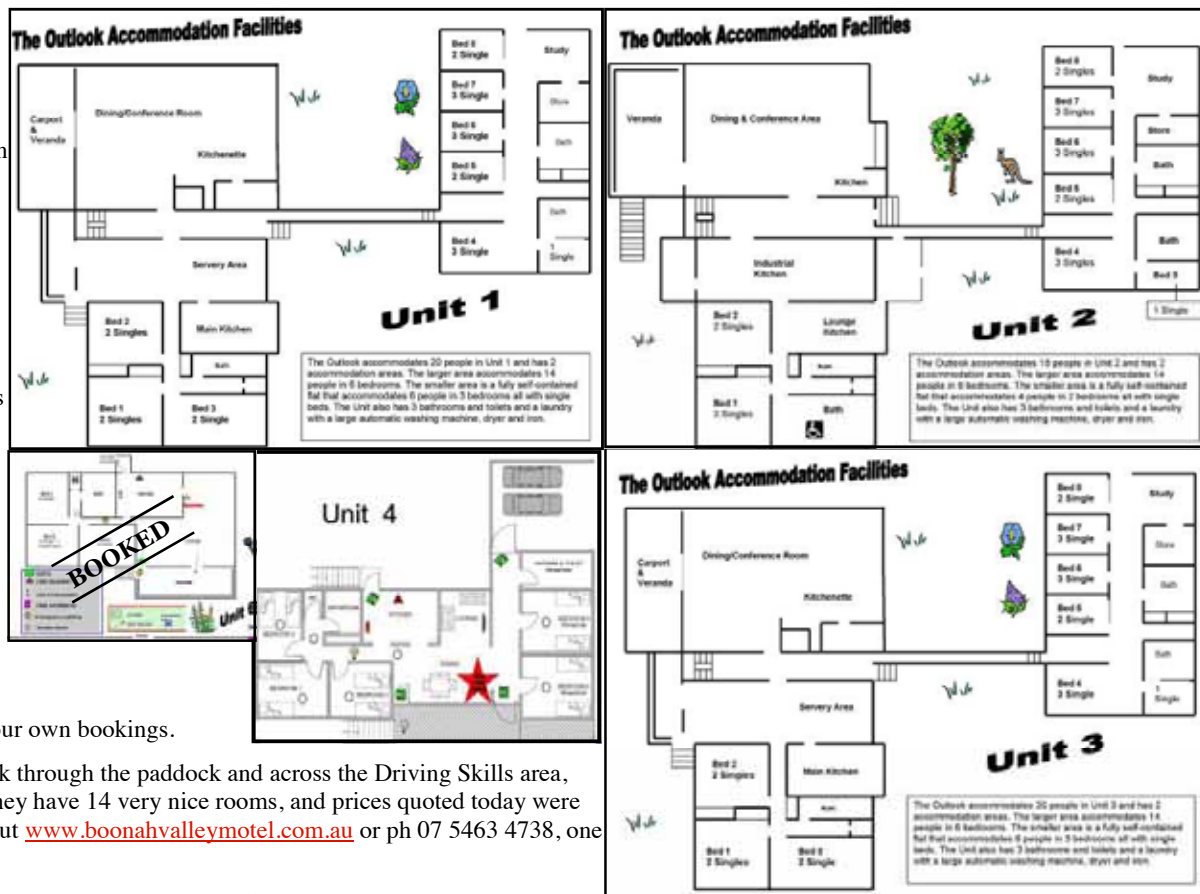
If you wish to stay in a motel, there are two at Boonah, and you should make your own bookings.

The closest one, Boonah Valley Motel, is right next door, and only a 500m walk through the paddock and across the Driving Skills area, but you would be better off to drive your Peugeot the kilometre to the venue. They have 14 very nice rooms, and prices quoted today were \$120 for 1 or 2 people, \$150 for 3 and \$165 for 4 all in the same room. Check out www.boonahvalleymotel.com.au or ph 07 5463 4738, one Pageant couple have already booked there.

The second motel at is the Boonah Motel, just 2 km down the road at the roundabout near the Visitor's Centre, closer to Boonah, with a combination of room possibilities, prices quoted currently are a single at \$99, couple \$110 or \$120 on Saturday nights, twin share \$120, 3 guests \$140 and 4 guests \$160.

For both of these motels, please say you are with the Peugeot Car Club.

Other accommodation is available in Boonah, including B & Bs and a hotel, check out www.boonah tourism.org.au for a full list.





PAGEANT REGISTRATION

Peugeot Easter Pageant 2014 in Boonah, Queensland

Friday 18 April to Monday 21 April

REGISTRATION, FEES AND PAYMENTS

Registration includes all meals from Friday afternoon Tea through to Monday Breakfast and any Pageant activities included in the weekend.

- Full Pageant including Accommodation at the Outlook \$300.00 per person X ☐ \$.....
- Full Pageant excluding Accommodation (booking own Motel) \$210.00 per person X ☐ \$.....
- Additional nights at The Outlook (Thursday and/or Monday) \$ 30.00 per person per night \$.....
- Full Pageant Caravan (powered Site) or Tent site (nil Power) at the Outlook — Price on application
- We will be accepting deposits of 50% until the 28/02/2014 and then final payment is required by the 05/04/2014.

1. Payment may be paid by either:

- Cheque made payable to Peugeot Club of QLD Inc, or
- Direct deposit to the PCQ bank account BSB 484-799, account number 160 683 825

Please identify your transaction with your name and the words "pageant 2014"

- Indicate here how you paid: cheque enclosed; or direct deposit
Amount paid \$_____ date ____/____/____

- Post this form to Peugeot Club of Qld Inc PO Box 404, Everton Park QLD 4053 or

scan and email to 2014peugeotpageant@peugeotclubqld.org.au

- Cancellation: If you cancel after April 5th. 2014, a charge of \$100 per registration will apply to recover costs incurred.

- For any enquiries you can email 2014peugeotpageant@peugeotclubqld.org.au or phone Carol or Vern on (07) 33542646

The Fine Print: At the Peugeot Easter Pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent care is to be applied by participants. No responsibility is implied nor accepted by the organisers.

Name(s): _____

I am interested in participating in the

Driver Skills Test: Yes No

Rocker Cover Racing: Yes No

Address: _____

Please list any dietary Requirements: or special needs

State: _____ Postcode: _____

Email: _____

Phone: (____) _____ Mobile: _____

What club will I represent at the Pageant: _____

.....Motel

.....Motel

What Model Peugeot will I be driving: _____

Registration number: _____

Other - Please advise _____

Signature: _____

If you have already booked your own accommodation please indicate if it is at:

Frankfurt Motor Show

Peugeot unleashes 200kW 308 R

Peugeot is about to unveil another R-badged performance car – but this time around it is taking aim at the top end of the hot-hatch market and its current king, the Volkswagen Golf R.

The 200kW 308 R Concept made its debut at this month's Frankfurt Motor Show, with the French car-maker using the same punchy 1.6-litre turbo-petrol engine from the RCZ R coupe, and producing the same 200kW/330Nm output.

This makes the 308 R more powerful than the 184kW/360Nm Ford Focus ST and the 169kW/350Nm Volkswagen Golf GTI that will arrive in Australia later this year, but is around 20kW shy of the upcoming 221kW Golf R.

Audi's S3 pocket-



rocket features the same 2.0-litre four-cylinder engine as the Golf R, but will be detuned to 206kW/380Nm for Australia because of our hot-weather climate.

The Golf R will likely get the same treatment. While Peugeot is yet to release performance figures besides its power output, it is likely to match or better the 5.9-second sprint from 0-100km/h sprint set by the RCZ R.

The 1.6-litre engine is the result of a co-development between Peugeot's parent company, PSA, and the BMW Group. It is used in different states of tune under the bonnet of a number of models from both groups, including the Mini Cooper S and Citroën DS3 DSport.

Unlike the all-paw Golf R, the 308 R drives through the front wheels via a six-speed manual gearbox. Despite its giddy power output, Peugeot has managed to keep fuel use officially down to just 6.3 litres per 100 kilometres.

Peugeot said in a statement the power of the car required special components for durability, while other parts were reinforced. Even the engine block is specially heat-treated before machining.

While the R looks like a hotted-up version of the regular 308 hatch, Peugeot said only the roof and tailgate carried over from the standard model, with carbon-fibre doors, body panels, front wings, bonnet and bumpers attached to the metal structure.

The R takes on a far more aggressive stance than its donor car, with three large intakes incorporated into the front air dam, highlighting a track that Peugeot has widened by 30mm.

Side intakes are covered with carbon mesh while the centre intake is made of dark horizontal bars. Pushing the performance hatch message, the Pug features two slash-like air vents on the bonnet to aid air flow that follow the style lines of the body.

Peugeot has styled the 308 R to give it a low-slung, chunky look, with muscular lines from the front three-quarter panels through to the widened rear guards.

Aerodynamic carbon-fibre external mirrors appear almost futuristic, while the side profile highlights the concept's 26mm lower ride height over the standard hatch.

The pronounced rear end houses the LED tail-lights that Peugeot says resemble three claws, while a pair of tail-pipes are framed by air vents with lacquered trim.

The concept car features a two-tone paint scheme, with plain red at the front that Peugeot says "has a fluorescent base for flamboyance". It is contrasted at the rear with a textured blue-black colour and a split line inspired by the wild Onyx concept from last year's Paris motor

show.

The interior uses Peugeot's 'i-Cockpit' design featuring a smaller steering wheel and an instrument panel that is "positioned to be viewed over, not through" to make reading driving information easier, while a 9.7-inch touchscreen houses the usual infotainment and satellite navigation controls.

GoAuto previously reported that the super-hot version of the 308 would either follow the naming convention of the RCZ R Coupe, or adopt the iconic GTi moniker, but it seems Peugeot has elected to go with the former.

While the 308 R remains a concept at this stage, it could very well follow the standard 308 hatch to production sometime next year.

GoAuto



Buoyant sales mood for Peugeot

Peter Wilson

The mood at Peugeot Automobiles' Australia headquarters in Homebush is bullish as the Peugeot 208 GTi roll-out gets media attention, the 2008 release approaches and there's a possible change of heart over the Malaysian-built 408.

As sales folk always look forward, the slump in July sales was accepted in the context of the bumper June result. An opportunity has opened up with the shock decision of Opel to pull the plug on its new Australian operation last month after poor sales.

Peugeot honcho Bill Gillespie indicated the distributor planned to increase its Australian dealer network by 20 per cent, from the present 38 retailers to 46 by the middle of next year, as it rolled out more new models, motoring.com.au reported.

Peugeot is targeting Opel dealers who are seeking a new franchise to help realise the

investment in their expensive new showrooms. Some reportedly spent up to \$3 million in the expectation of lasting beyond their unfilled initial three-year contracts.

However, Opel would not help fill out gaps in Sydney because the four dealers are too near existing dealerships. The other development is the arrival at Homebush of an Australian Design Rules-compliant, Malaysian-assembled Peugeot 408 for reassessment.

Australasia was cited as a target market when Malaysian production began of this Chinese-designed stretched development of the

308 with a roomy back seat and a boot. It has been on and off the Australian agenda over the past two years and Bill Gillespie confirmed to CarAdvice.com.au recently that a decision would be made in a few months.

The website suggested that because Malaysian production costs were lower than those in France and as the model would come in under the recent Australia-Malaysia free trade agreement, the 408 was a potential \$19,990 contender. It opined Sime Darby was said to be ready to take 1,500 408s for its distributorships in the Asian region.



The multinational is one of Malaysia's biggest concerns and has possibly been enlisted to do its bit for the country's industrial exports. Meanwhile, while Australian Peugeot sales fell off in July to 280 units, the lowest monthly sale's figure since December 2011. The year-to-July result was 3,112, still ahead of the 3,031 of the same period in 2012.

The Japanese-sourced 4008 crossover is the brand's top-seller with 697 units finding new owners in the year to August. The 2008 crossover, due out in October, has taken off in the UK and it is hoped it will find similar favour here.

Other new models on the way are the hot RCZ R in April, facelifted 3008 and 5008 models in early 2014 and a new generation 308 next June. The Federal Chamber of Automotive Industries said national sales were strong in July at 90,235 units with year-to-date sales 4.6 per cent ahead of the same months in 2012 and locally manufactured vehicle sales up 4 per cent on the previous July.

The FCAI was not happy about the fringe benefit tax change, saying it hit late July sales. However, a spate of sales and special offers from the big-spending brands indicated things were slowing down as it always does at Federal Election time.

July was good for Renault (607), Fiat (468), Volvo (427), Alfa Romeo (320) and Skoda (308). Citroën, which has been strug-

gling to get out of double figures since its move under the Sime Darby banner, improved its position to 130 sales. Citroën chief John Startari told journalists at the launch of the DS3 cabriolet it has been "a hard slog" to overhaul the line-up and to rejig prices and specs to meet the expectations of Australian buyers.

The emphasis now is on brand building, reenthusing jaded dealers and aiming for a niche to sell a premium product with French quality. "Brands are constantly going around the world finding the lowest cost centres for production," he told Drive. "The Citroën range – other than the Citroën C4 Aircross – is built in France and Spain. Citroën hasn't chased the others into developing nations to build cars cheaper. And the quality shows."

John Startari was frank that the lack of a competitive automatic transmission has been an aspect that has held Citroën (and Peugeot) vehicles back in Australia. This has largely been a product of France's overwhelming preference for automated manuals (also known as robotised manuals) that lack the smoothness of modern automatics. That is changing as the automaker broadens its perspective. "We're moving away from the robotised manuals that are so popular in Europe," he said. "They're just not accepted in Australia. "Let's face it, for a long time Citroën and Peugeot were essentially French, and then they expanded to be European and now they're expanding to be truly global. "Their expansion into China shows an ability to adapt. Think global, but act local. As Citroën increases its footprint

around the world we are getting access to the cars and elements we need."

- In Sydney, Dominelli Peugeot has at last received approval to colour its Blue Box on the highway at Arncliffe after council concerns that blue was inappropriate for a building in the flight path. Muir European is working towards its Peugeot dealership at Haberfield and is still advertising for staff.

At Rosebery, Paradise Garage at 26 Dunning Street has become a Peugeot service centre and can boast a tidy Armstrong Siddeley ute as its vehicle for spares delivery. The garage, which is also a restoration workshop, looks after Rolls-Royces, Bentleys, Jaguars, Range Rovers and, for the past 16 years, Citroëns. When it took on Peugeot, for which it already had many of the special tools and diagnostic equipment, it was surprised at the number of Pugs that surfaced from its neighbourhood.

Meanwhile, Tamworth City Prestige has completed its move of its Peugeot and other brands into its new premises in Jewry Road, a huge former Bunnings warehouse near the city's racecourse. It could be the most spacious dealerships in Australia with a vast indoor area for parking cars. The Tamworth dealership is now operating a Peugeot service at Armidale.

The Pugilist

See new chief for heritage spares

Peter Wilson

A new chief will take over l'Aventure Peugeot on November 1 and his brief includes developing the newly revamped parts and services side of Automobiles Peugeot's heritage arm.

Christophe Dupont, a 43-year-old Peugeot area manager in France, has the experience of 10 years in the brand's After Sales and Spare Parts area to assist this ambition, museum chairman Xavier Peugeot pointed out in a message to members.

The Peugeot Museum has been busy tracking down old stocks of new parts for heritage Peugeot models from collectors, agents and franchises around the world.

After buying supplies regularly from Greece, Malta and Argentina it recently negotiated the purchase of a batch of parts from Macedonia.

"We are potentially interested by other stocks, from collectors, agents or franchises of the make, so please do not hesitate to inform us of any opportunity," l'Aventure Peugeot said.

The museum is also assessing the parts that need to be manufactured and said it has some items that are approach-

ing commercialisation while sourcing other more complicated parts will take more time.

It's a matter of technical difficulties, occasionally economics due to the loss of machine tools, but "we are determined," it said.

Jean-Michael Collart, who has headed the museum association for the past three years and began ramping up the parts French Peugeot network, will take charge of the Development and Quality activities for the Peugeot brand in France.

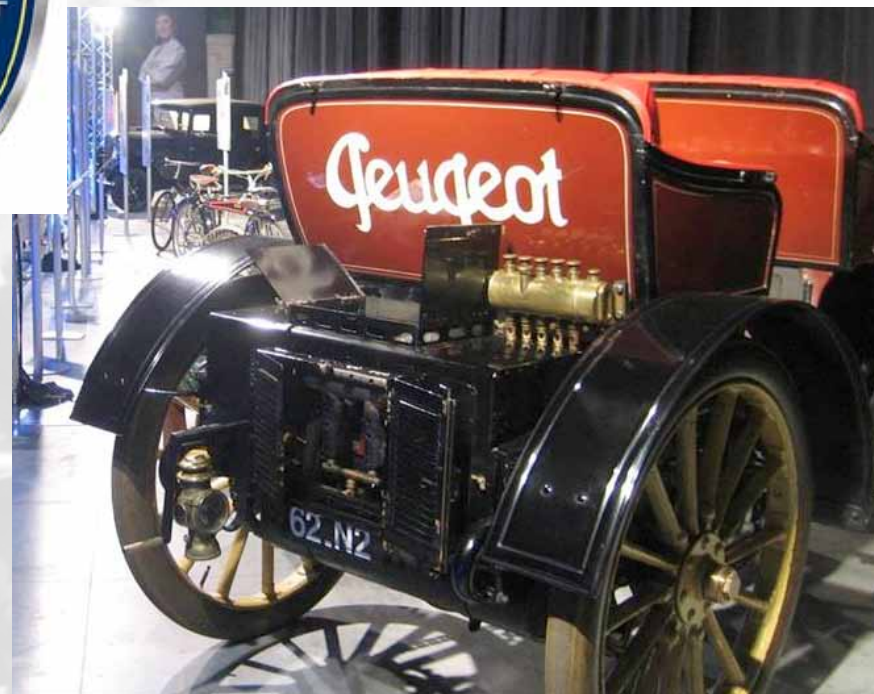
Xavier thanked him for his commitment and efficiency in his time with the organisation.

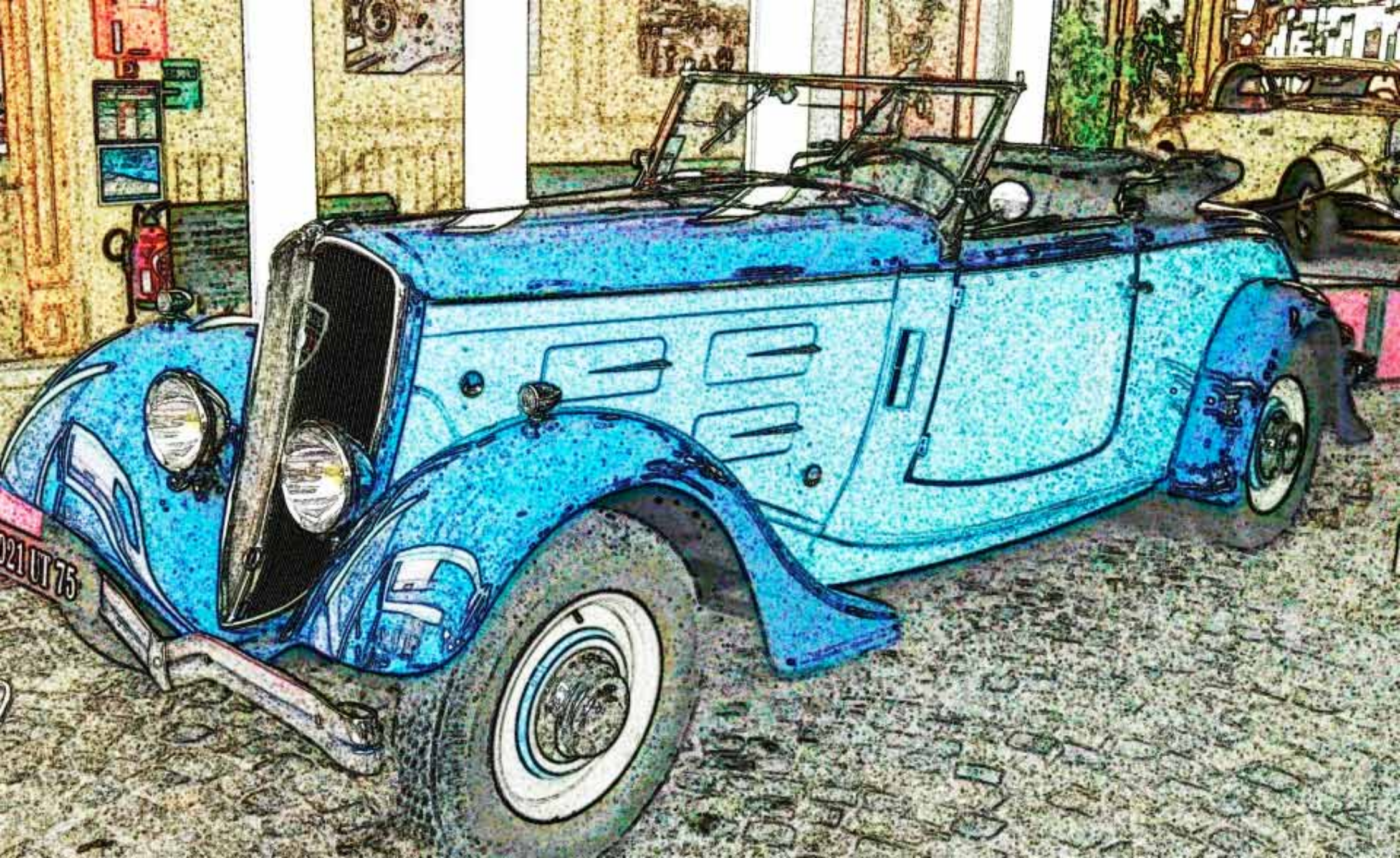
He announced the retirement of permanent secretary Françoise Dubois, acknowledging the close relationship she has developed with l'Aventure Peugeot and its members.

Jocelyne Lavoyer, who has been working with the group for over 31 years, the past 11 developing business-to-business relationships in the Paris region, and, according to Xavier, "has rich business experience in used cars", will succeed her.

L'Aventure Peugeot, which celebrated its 25th anniversary in June, has about 2,400 members and federates 27 clubs. Its collection includes 523 vehicles, 383 cycles or motorcycles, and 3,000 diverse objects carrying the Peugeot stamp.







Peugeot details frugal 208 Hybrid FE

Tim Nicholson

Peugeot has previewed its lightweight 208 Hybrid FE conventional hybrid concept, with average fuel use of just 2.1 litres per 100 kilometres.

Unveiled at the Frankfurt Motor Show, the petrol-electric concept is based on a European-spec 1.0-litre 208 VTi hatch, and images reveal it has developed significantly from the shell that was used to showcase the vehicle's technology at the Geneva motor show earlier this year.

Styling changes from the standard 208 donor car are mostly focused on the rear end, with darkened tail-lights and a sharper, cut-off look for the redesigned tailgate, contrasting black and white colour scheme and a rear diffuser for improved air flow.

Peugeot has further improved the aerodynamics of the 208, with a 25 per cent reduction on coefficient of drag to 0.25, which Peugeot says is due in part to the skinny 19-inch wheels.

A number of weight-saving measures have lopped almost 200kg off the standard 208, including the use of carbon-fibre and composite body panels and a fuel tank capacity halved to 20 litres.

As previously reported, the 208 FE is

the result of a collaboration between Peugeot and French oil and gas giant Total. The aim of the joint venture was to develop a vehicle that improves on fuel efficiency without taking away the performance and acceleration speed of the donor car.

According to Peugeot, the frugal hatch can dash from zero to 100km/h in eight seconds, just 1.2 seconds slower than that of its 147kW/275Nm 208 GTi hot-hatch sibling.

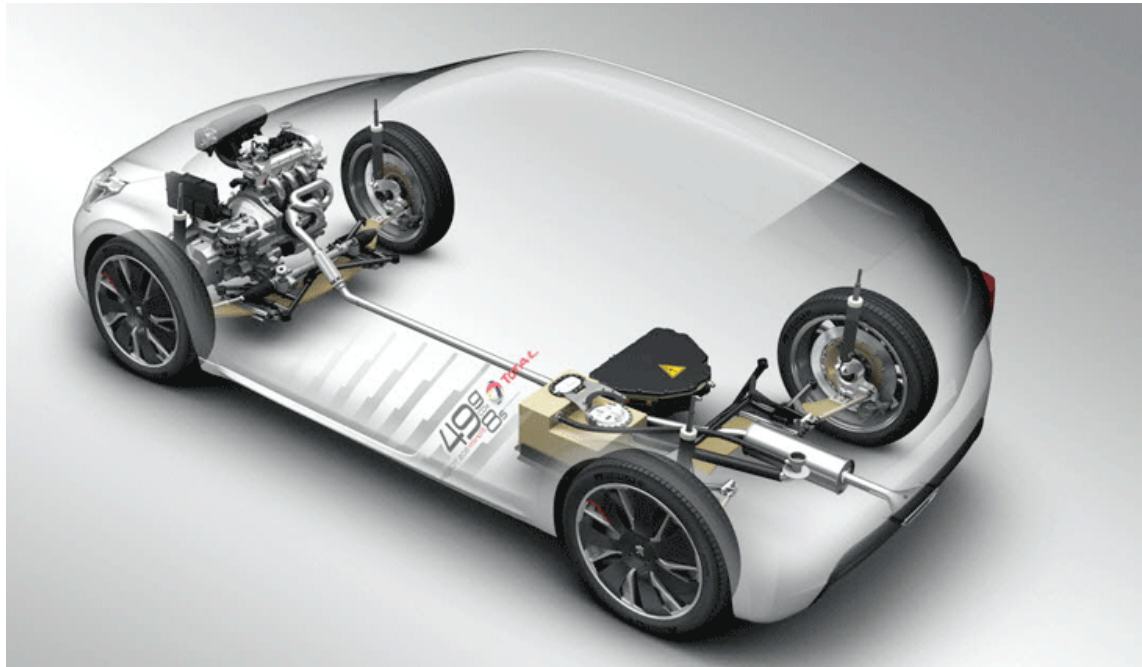
Peugeot has re-calibrated the 1.0-litre three-cylinder engine from the 208 VTi, boosting it to 1.2-litres for a 50kW power output, com-

bined with a 25kg lithium-ion battery housed under the rear bench and an electric motor taken from Peugeot Sport's Le Mans racing car.

The petrol-electric drivetrain is matched with a five-speed semi-automatic transmission. The Pug is a conventional hybrid, meaning it cannot be charged from an external source à la the Holden Volt.

The 2.1L/100km fuel consumption figure marks a 10 per cent improvement over the non-hybrid 1.0-litre power-plant's European cycle figure, while the Hybrid FE can travel on





electric power alone for up to 19 kilometres.

Peugeot is claiming CO2 emissions of 49 grams per kilometre, half that of the regular 1.0-litre 208.

Currently the most economical engine available in the Australian 208 line-up is the 60kW 1.2-litre three-cylinder petrol Active that sips 4.7L/100km and produces 109g/km of CO2 emissions.

A unique front and rear suspension set-up replaces the springs, lower wish-bones and anti-roll bar with specially made fiberglass 'blades' reducing the overall weight by another 20kg.

Peugeot says the Hybrid FE has not compromised on cabin space thanks to the location of the battery, and it can still carry five people with luggage, although it did remove the air conditioning because of its impact on fuel consumption.

Peugeot Sport technical manager of the 208 Hybrid FE project, Christophe Mary, said the two companies collaborated well on the ambitious

project, eventually achieving the initial aim.

"At the beginning of the project, the objective seemed very ambitious, of a very high level," he said. "It was! The two partners, Peugeot and Total, achieved it by combining their technological expertise."

"Peugeot Sport has contributed its expertise to the project and has identified new areas of development. Production and competition are progressing together."

The French car-making giant has not confirmed whether the Hybrid FE will go into full-scale production, but further details will be revealed at its launch on September 10. The petrol-electric 208 will sit alongside the recently revealed 200kW/330Nm 308 R hot-hatch at this year's show.

GoAuto



Jim Kearns' Peugeot 172 restoration odyssey

Jim Kearns

After a conversation in 2005 with the late Gordon Miller, who was restoring his 1925 Peugeot 172R, I decided to purchase a similar model that Brian Arundale had advertised in the Pugilist. It seemed like a good idea at the time.

The car was in Tasmania and was a 1926 172R cabriolet (chassis no. 101596)



Christmas time: Jim takes the wrapping off his newly-acquired 172R cabriolet project.

that was delivered to Queensland on 26 November 1926 as a rolling chassis.

After transferring the money, I began contacting transporters, who all asked the same questions:

- Does the car drive? Well, no. That will be an extra \$100.
- Does the car have brakes? Well, no. That will be an extra \$100.
- Does the car have a steering wheel? Well, no. That is an extra \$100.
- Is the engine attached? Well, no. That is an extra \$150.
- Does it have wheels? Yes, I said, and even tyres! "Oh, and then there is Bass Strait, that's an extra"...

Eventually a reasonable deal was struck with "Two Men and a Truck" to deliver the Peugeot to Beecroft in Sydney. However, these guys were picking up and offloading as they went along, often taking new orders, on their trip from Tasmania to Queensland, creating many different ETAs.

The chassis arrived all boxed up with its attachments with much bubble wrap at 9 o'clock one night, and I proceeded to unwrap it like a five-year-old boy with his new bike at Christmas.

The small vehicle of course required a full restoration and David Perry of Orange was



happy to do the bodywork and Malcolm Goodwin to do the mechanicals.

David had restored his first car — a 1927 Chevy — when he was 14, and taught panel beating at Wetherill Park TAFE. Malcolm has a Peugeot mechanical brain and had already rebuilt a 203 and 504 injection engine for me.

The engine is a four-cylinder monobloc, 5 HP, 720cc, F head design from a block of cast iron, with bore measurements of



51x88mm.

The spark plugs sit in a 6x3cm round brass plate that screws into the top of the engine, that when undone exposes the two valves for each cylinder.

The aluminium pistons operate beside the valves and are slightly elliptical with the wider diameter sideways to allow for heating. The 172R has rear brakes only and the accelerator is between the clutch and brake pedals. There are no shock absorbers.

The diff is a worm drive, the brass wheel having 21 notches, the same number as a 203 Berlina but the axles are fixed. The large brass wheel studs on the right side are labelled with a raised "D" (droit) and the thread is clockwise and those on the left with a "G" (gauche) and are anti-clockwise – to prevent the wheels from falling off, like the nut on the bottom of your whipper snipper.

Cooling is by a fan that sits on top of the engine—there being no water pump.

The method is called "thermal fusion", which relies on hot water rising, hence a large radiator.

A large backing plate seized onto the block prevented immediate dismantling. Malcolm was not prepared to use a steel hammer with cast iron, as this original engine with matching numbers was not replaceable.

The block was dangled from a rafter in their garage by the flywheel, and WD40 was used each morning and a tap with a wooden mallet applied. Two years later when the Cessnock weather provided a very hot day followed by a very cold night in late May, at 9 the next morning it came apart when struck, with the engine falling on to a mattress below. I received a call from Malcolm and we were ecstatic, as though a baby had been born.

All the internals looked reasonable. The dismantled engine was sent to David Moore of Nabiac and was reassembled by Malcolm using the rebuilt pistons, rings, con rods and valves.



The camshaft and crankshaft were ok after testing – lucky.

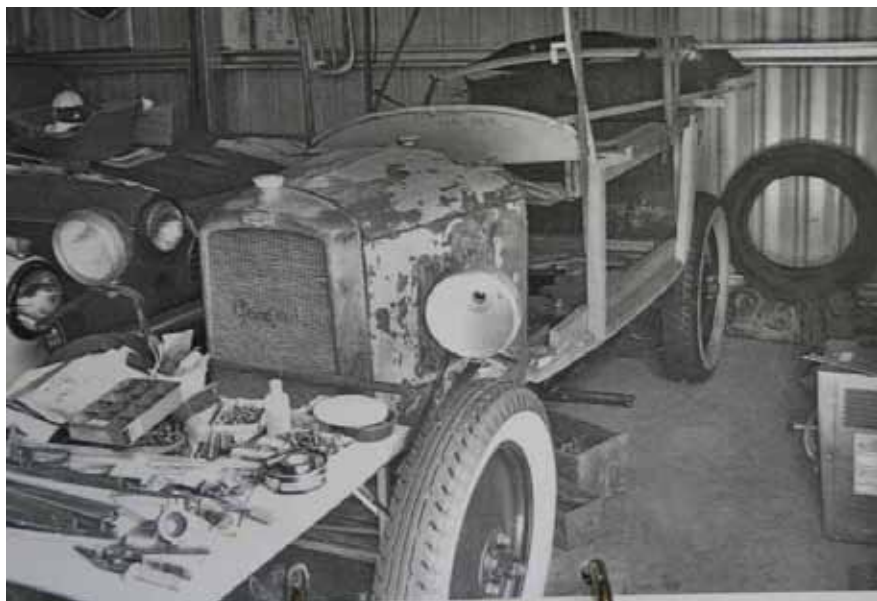
The chassis with its wheels, brakes and basic springs, was restored to as new and the radiator was luckily perfect, having a non-replaceable tear drop shape in the fins. The radiator surround, mud guards and all other metal parts were mainly remade or refashioned using the original rusty or damaged parts.

The dashboard clock, speedometer and light arrangement were restored by Otto Instruments of Brisbane and are original and beautiful. Although all aspects of the car were original and the engine and chassis numbers matched, there was no timber to use as a guide for the body work.

Gordon Miller had the same problem on his 172R, which was a combination of 3 cars, and decided to design his own body style. He introduced me to Janette Horton from Staffordshire in the UK in 2006 via the internet. She is the pre-war registrar for Club Peugeot UK. Janette had a 1925 model 172R with a Torpedo body style, while mine was a 1926 Cabriolet with a dicky seat at the rear, but both cars were mechanically the same.

The Cabriolet was advertised as "par la femme" as it had side windows. My car body was right hand drive built in Australia, and David Perry could name the likely builder due to the mudguard shape.

Janette's car has steering on the opposite side to mine and the body could have



been built in the UK, but probably France. It does look slightly different to mine in the mudguards, but the timber around the engine and firewall seemed to be similar. Janette and her husband John helped me greatly in providing the dimensions that were easily accessible because John had partly dismantled the car in preparation for the International Peugeot Rally at Sochaux that year.

The difficult timber areas were at the front of the car, especially the firewall. The rear was fairly straightforward as we had guards and a dicky seat lid as a guide and also, a rusted nut and bolt attached to the step into the dicky. David assessed the thickness of the timber to be the distance

between the nut and the bolt with its washer. It all turned out to be correct.

Progress has been halted due to difficulties with the clutch mechanism. The clutch mechanism differed between models and was proving to be the only problem mechanically and the Goodwin boys were scratching their heads.

In June my wife Marie and I attended the annual UK French car weekend, called *La vie en Bleu*, at the Prescott Hill Club property

owned by the UK Bugatti Club. Janette, who was aware of our clutch dilemma, brought her 172R down and John, being his generous self, produced his 172R spanner set (wrapped in a well-worn leather pouch with individually slotted tools) from under the dash, and dismantled the seats and floor boards for me to take some clutch photos back home.

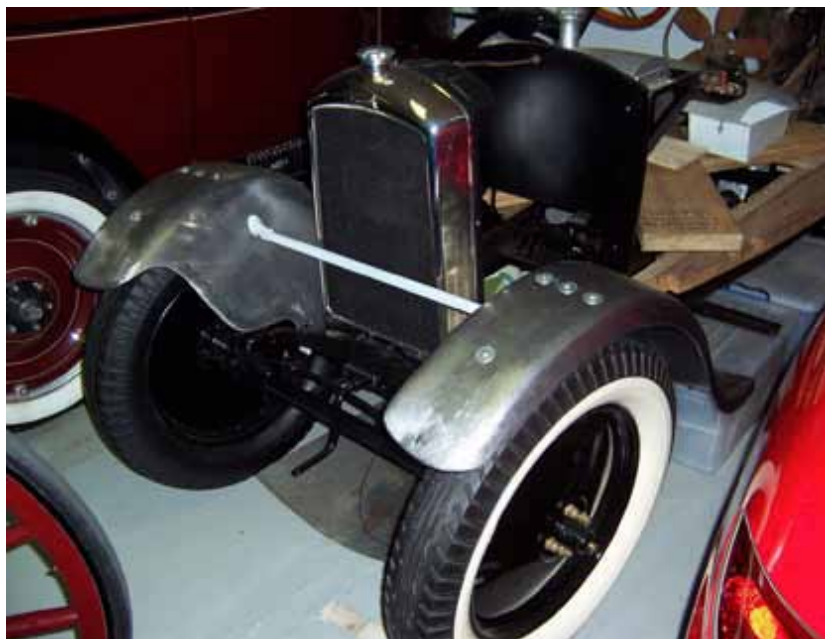
In the meantime, the Prescott Hill climb proceed-

ed through the whole weekend. The course was about 2km with a nasty hairpin bend at the top right. Cars were mainly English vintage and classic, and were electronically timed, so that drivers could compare their own times and those of similar cars.

There were about 50 Bugattis, and the horses were not spared. An early Bugatti Brescia crashed at the top and the driver was very lucky, but said: "I think I will now go to the club and have a pint", according to the Daily Telegraph the next day.

The Austin Sevens and three-wheeler Morgans were magnificently competitive and a Beneton Spanish Grand Prix open wheeler





and a current Bugatti Veyron with 1,000hp were a blur, with a lot of noise.

The Austin Seven was a popular little performer, having the same size engine as the 172 to escape stamp duty. I recall that a son of the Austin manufacturer married an Australian girl and was to live in the colony. He was to build and race six special Austin Sevens, which were extremely competitive and all accounted for today.

Janette considered her 172R to be not as competitive and might hold up proceedings and possibly not get around the hairpin so she decided not to go to the starting line. Gordon Miller, in an article in Torque of May 2008, related from Motor Life magazine

in 1924: "On September 16, a 6hp Peugeot car (172) driven by M.A.H Barnes, with M.N.G Mather as his companion, arrived in Sydney concluding a trip from Melbourne which consumed 8 gallons of petrol ... an average of 73 miles per gallon ... officially timed by Mr H.W Harrison ... and checked by Mr A.W Fairfax, a well known competition driver, Mr A Dawson of the United States Rubber Company and Mr E.C. Crane"...

"the test being solely a demonstration of the

reliability and economy of the modern light car under Adverse Australian conditions." Sounds like the 203 and the Redex trial, doesn't it?

One of John & Janette's other cars is an elegant burgundy 1929 Type 38 Bugatti four-seat Tourer, which has eight in-line cylinders embedded in a long oblong of aluminium. This car had been driven from Staffordshire

by their daughter Elizabeth, her husband and another couple, and had already performed beautifully "on the hill." John had built the car after collecting enough parts to complete it.

We were sitting with Alistair Inglis on the hill having a cup of coffee when his phone rang and, after finishing the call, turned to Marie and said: "You're on." "On what?" she asked. "On the hill. So get down to the start-er's area in half an hour as you are going up in the Type 38 with John and Janette."

The flag fell and John put his foot down. The acceleration was amazing, and the car



handled the corners well, though John had to take the top hairpin wider than the other cars, getting it back to first at high revs to get it around and then straight into second. In front we had a DB4 holding us up in the top straight which I thought, sitting in the front seat, John was going to nudge.

Most of these Prescott cars were hammered, including the current all-wheel drive Bugatti Veyrons.

The UK Peugeot Car Club was represented by fewer cars than we have at Silverwater at Bastille Day, but two recently acquired cars: a generation two 504 coupé in showroom condition having travelled a total of 35,000km, and a 504 ute in the same condition having travelled a total of 25,000 miles and still with the plastic on the inside of the driver's door area. Both cars were outstanding. What a weekend that was.

The Pugilist



Jim's 172R slowly taking shape

Anatomy of an HDi

Mark Besley

In the June issue of Torque, our friends in the “New New Front Shed” reiterated their lack of interest in diesel engines, despite giving some praise to Rudolph Diesel for having invented them.

It also seems that the Front Shed has been getting high ratings from Torque readers because of the frequent inclusion of interesting engine pictures. In an attempt to win back readership and promote the idea of a modern diesel as a high performance engine, I have taken some photographs of the internals of a modern HDi engine.

The engine shown is a 1.6 litre HDi that had previously been in a 307. The engine had been removed from the car due to a failure of the timing chain that drives the exhaust camshaft from the inlet camshaft.

Despite having travelled about 270,000 km, the rest of the engine was in very good condition. The cylinder bores showed very little wear and the camshaft bearings and surfaces were in good condition.

The crankshaft had not been removed at that stage but there was no reason to suspect any excessive wear. Torque Note: I would like to acknowledge Justin Fisher Automotive for assistance in obtaining these photos.



Twin camshaft assembly. The two sprockets on the left are what carry the chain that broke.



Broken end of timing chain.

Anatomy of an HDi



Four-valve cylinder head: Hole in centre is where the injector is located and the smaller hole above is for the glow plug.



Intake manifold - with more than a little coking evident.



Bottom end showing oil pickup and two big ends.



Rocker arms with rollers that run against the camshafts (three upper ones circled). Photo showing top of piston on next page.

PAC Minutes of General Meeting

27 August 2013

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary and CACTMC Delegate
Glen Bryden	Treasurer

Neil Birch
Bill McNamee
Jim Taylor
Geoff Boyd

Apologies

John Bower
Greg Francis
Neil Sperring

Introduction

1. The meeting was opened at 8:25pm by Brad Pillans.

Previous meeting

2. The minutes of the July meeting were read. Jim Taylor Proposed that the minutes be accepted: seconded: Neil Birch, Result: Carried

Matters Arising from the Previous Minutes

3. CRS Information on club vehicles requested by CACTMC was submitted with the cheque for the Affiliation Fees at the last CACTMC general meeting by Ross Stephens and Neil Sperring (PAC Delegates).

Financial position

4. Glen Bryden reported \$11,494.94 cash at bank with a Public Liability Insurance (PLI) Premium due totalling \$677.30.

Secretary's report

Inward correspondence

5. a. Club magazines.
b. Notification of Canberra Blues and Roots festival and a used car and truck muster on 16 and 17 Nov 13.

Outward correspondence

6. Nil.

Council of ACT Motor Clubs (CACTMC)

7. Main points of interest:
a. Notification of proposed change to the council's constitution to enable committee member to hold more than one Office. This is due to vacant office positions on the committee due to a general lack of interest over a long period.

b. AGM to be held on Thursday 19 September 2013.

c. Marques in the Park will be held in 2013. A club has stepped up to organise.

d. Centenary Rally – contrary to rumours the rally will not be open to the general public to participate in. Car Club membership is still required.

General business

8. Query on the French Car Day date held at Telopea Park School – 2 Nov 13 confirmed.

Close

9. The meeting closed at 8:39pm. The next meeting will be held on Tuesday 24 September 2013.

