

ROAR

Magazine of the Peugeot Association of Canberra



April 2014

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ON THE COVER
A 403 Cabriolet (Mike Garrett).

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,

Just when I thought that the repair of our accident-damaged 306 was done and dusted – wrong! The spare wheel holder has been replaced and the spare wheel is back where it belongs, but sadly the towbar is still missing in action.

Last month I reported that the panel beater had repaired the damaged towbar – that turned out not to be the case. It seems that he chickened out of repairing the damaged towbar because the bar had been fractured and could be unsafe, even if repaired. Instead he has been scouring the country for a towbar, new or second hand. One was sourced, but turned out not to fit, so it's back to square one. I'm guessing that the insurance company will get tired of this treasure hunt and simply pay me out for the missing towbar. In other words, it will become my problem, not theirs. Then, I will either hunt around myself or simply pay someone to make one up. I will give you an update next month...

Fortunately, a friend has left his Toyota Hilux

with us for a few months. Not only does it have a towbar but we can also put stuff in the trayback. The Hilux has already taken a couple of loads of green waste to the tip, and pulled a couple of trailer loads of soil and mulch for the garden. These jobs are normally accomplished with the 306, which is a perfect tow vehicle for our 6 x 4 box trailer.

Over Easter, with family members visiting, our driveway briefly filled up with more Pugs – a 406 diesel (eldest son), 505 GTi (youngest son) and a 3008, the latter a surprise recent purchase by my sister and her husband. I say 'surprise' because they have not previously owned a Pug. It turns out that they had rented a 3008 in France recently, and loved it so much they decided to buy one. Consulting the Pug specialist in the family (me) seemed unnecessary, apparently. I hope that means one more car for the Battle of Waterloo on Sunday 15 June.

Also over Easter, I happened to watch an episode of the TV series 'Death in Paradise' which screens on ABC on Saturday nights. Described as a crime comedy-drama, the program is a joint UK-French production filmed on the Caribbean islands of Guadeloupe. The plot centres on a British cop, sent to work on the fictitious Caribbean Island of Sain Marie, supposedly a British Overseas Territory in which about 30% of the people are of French descent. What caught my eye in the episode, at Easter, was the 504 cabriolet being driven by a hotel receptionist, apparently financing her nice taste in cars by selling black market cigarettes. Obviously a very lucrative business if she could swan around in a 504 cab.

With the complications of Easter and ANZAC



A custom 404 restoration from Petit-Bourg, in Guadeloupe on wedding duties.

Day holidays, it seemed wise to postpone the April club meeting until Tuesday 29th. Normally the club meeting is held on the 4th Tuesday of each month, which would have been Tuesday 22nd, jammed into a short working week when many people may have been away. All club members were advised of the change of date by email, so I look forward to catching up with some of you at the Raiders Weston Club on Tuesday the 29th As usual, dinner and drinks will be from 7 pm, followed by the club meeting at 8 pm.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

Peugeot 405

Peugeot 405 Turbo Diesel, 1995. 220K, alloy bullbar. New injectors, timing belt with tensioners, glow plugs, harmonic balancer and a thermostat and thermo housing on it at 185K some 6 years ago. New alternator and tyres 3 months ago. Returned 1,185km to the tank at 100kph and used no oil on trip from Qld. \$1,500 ONO. Rob Jones, (M) 0477 337 318
Robert.Jones6@riotinto.com

Peugeot 306 ST



Peugeot 306 ST Sedan, 1997, 132,000 klms. Green, petrol, automatic, good condition. Only two owners. Service history Available. Deceased Estate Sale. \$2950. Please contact suelaflamme1@hotmail.com or 0416350761.



FOR SALE

Peugeot 505 GTi Wagon

Peugeot 505 GTi Family Wagon, 8 seat wagon, 1988, Silver, 5 speed manual, 448,000 km. Extensive service history. Regularly serviced by Bill McNamee. Drives nicely. Paint and body work uneven. Ideal for short-term transport, restoration or parts. Registered to May 2014. Have downsized to a 306. Inspection welcomed. \$1,200 or best offer. Leon Arundell, ph 02 6248 0873.



CLASSIFIEDS

FOR SALE

306 XT

306 XT, 1998, one owner from new. Silver, 5 speed manual with sunroof and dealer fitted cruise control. 135,000 kms - complete history to hand with codes and both keys. Registered to 08/09/2014. Inspection welcomed, \$2,500. Gilbert Hughes (02) 62543266



FOR SALE

Peugeot 406



Peugeot 406, 1999, 2 litre auto. Trying to decide whether to pension her off. White, generally in reasonable condition, runs well be it with the occasional AL4 issue. Recoed AL4 available as part of the deal. Damaged door but can swap if someone wants the car. Current ACT rego until October. Open to offers if someone needs a car or wants one for parts. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

PARTS

206 Octagon mags



206 Octagon mags, 14 x 5.5. 4 serviceable secondhand with 2 useable and 2 worn tyres and 4 brand new in boxes. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

203 and 204 extractors

Ron Gruber in Sydney is taking orders for extractor exhaust systems to suit 203 and 403 Peugeots. He needs orders for 10 sets of each 203 and 403 to get a really good price of \$260 each set.

Anyone wanting to place an order contact him at gruber4@gmail.com

CLUB EVENTS 2014

Calendar

29 April

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

27 May

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

23 May

Benalla and district classic car and motorbike tour

24-25 May

Historic Winton

15 June

Battle of Waterloo, Rond Terraces, southern end of Anzac Parade on the northern foreshore of Lake Burley Griffin's Central Basin. They adjoin Commonwealth Park and Kings Park.



FRENCH CAR DRIVES 2014

Calendar

27 April I have confirmed that the Cooma Monaro Historic Railway has not yet completed track repairs and so we will not be able to visit. Instead we will meet at the Cooma Tourist Information Centre in the main street of Cooma at 10am on Sunday 27 April. Here we can collect a brochure for the Lambie historic town walk and visit the Raglan Gallery and Cultural Centre. Lunch at Mt Gladstone Look-out-either picnic or Miss Heidi's Teahouse. Then visit the Snowy Hydro Discovery Centre on the way home.

22 June Canowindra, 190km drive from Canberra , to visit Age of Fishes fossil museum. <http://www.ageoffishes.org.au/>

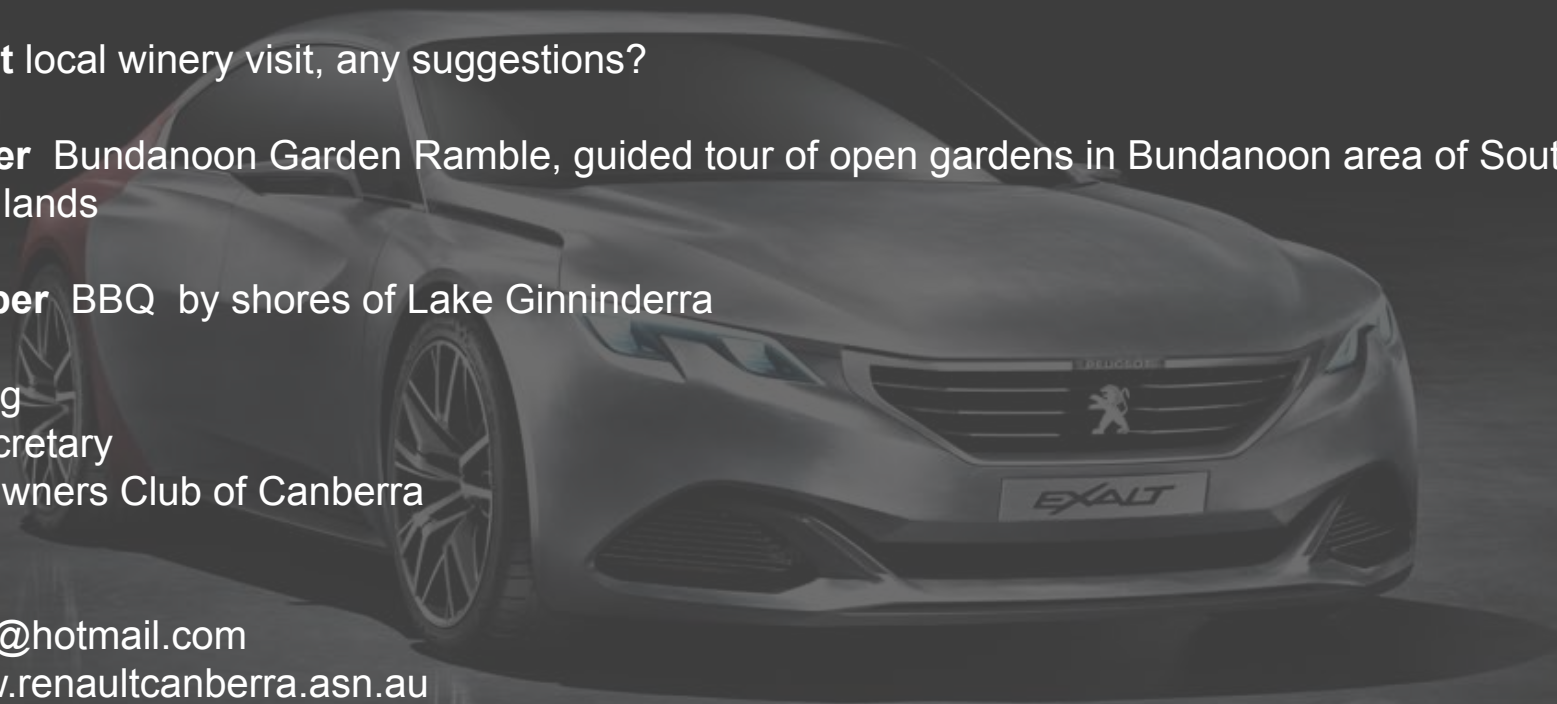
24 August local winery visit, any suggestions?

26 October Bundanoon Garden Ramble, guided tour of open gardens in Bundanoon area of Southern Highlands

7 December BBQ by shores of Lake Ginninderra

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

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Car events 2014

4 May 2014 | Collector Pumpkin Festival | Collector NSW TBC

11 May 2014 | EJ-EH Holden Club Annual Show | Canberra ACT

18 May 2014 | National Motoring Heritage Day | National

18 May 2014 | BEAC | CACTMC & CMCNSW Run | Mittagong NSW

18 May 2014 | Grey Pride | ACT & NSW Holden Car Clubs Run | Berrima NSW

24 & 25 May 2014 | Historic Winton (1920s-1980s Motor-Racing) | Benalla VIC

2-7 June 2014 | Outback Land Rover Heritage Drive | Outback NSW TBC

15 June 2014 | Battle of Waterloo | Canberra ACT TBC

6 July 2014 | Henry's Winter Wander | Start Mt Ainslie ACT

30-31 August 2014 | South Coast Nationals | Moruya NSW

TBC September 2014 | John Grannall Memorial Charity Day Car Show | ACT

TBC September 2014 | German Autofest | Lawns of Old Parliament House ACT

21 September 2014 | Mercedes-Benz Club ACT Concours | ACT

11 October 2014 | Gundaroo Music Festival | Gundaroo NSW TBC

October 2014 | Capital Jam | Kings Park Lake Burley Griffin ACT Third Weekend |

October 2014 | Girder Fork Rally | Cooma NSW

24-26 October 2014 | National Capri & Classic Small Ford Muster | ACT

1 November 2014 | Classic Yass | NSW TBC

November 2014 | Canberra French Car Day | ACT TBC

November 2014 | BMSC Tumut Rally | NSW TBC

November 2014 | Canberra Swap Meet | ACT TBC

November 2014 | ACT All HSV Day | Belconnen ACT

November 2014 | Marques in the Park | Belconnen ACT

November 2014 | Canberra Ute Car Truck Muster | Hall

22 November 2014 | Snowy Mountains 1000 | Cooma

22 November 2014 | Tuggeranong Community Festival

November 2014 | Queanbeyan Swap Meet, All Ford Day & All GM Day | NSW TBC

November 2014 | Queanbeyan Swap Meet & American Car Nationals | NSW TBC

December 2014 | Terribly British Day | Patrick White Lawns ACT

Other Events | Australian Swap Meets

2015

4 January 2015 | Summernats Classic & Vintage Show & Shine | ACT TBC

January 2015 | VVCMC Rally | ACT TBC

January 2015 | CRAKK Run | ACT TBC

February 2015 | 4WD Spectacular | Queanbeyan NSW TBC

February 2015 | Highlands Steam & Vintage Fair | Oberon NSW

38th HISTORIC WINTON

PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV

24th & 25th MAY 2014



HISTORIC CARS, MOTORBIKES AND SIDECARS

Featuring over 400 Historic Racing Cars and Motorbikes from 1920's to 1980's

Saturday \$25.00

Practice 9.00 am.
Racing 1.00pm

Sunday \$35.00

Racing all day
from 9.00am

Weekend Pass \$50.00

Paddock \$5.00

Winton Motor Raceway, Benalla, Victoria

www.historicwinton.org

enquiries: 03 54282689



Photo: Neil Hammond

HISTORIC COMMERCIAL VEHICLE SHOW

In conjunction with
HISTORIC WINTON



Pre 1975 vehicles

Trophies for vehicles of special interest

SUNDAY MAY 25th 2014

Winton Motor Raceway - Via Benalla

Presented by the Austin Seven Club

www.historicwinton.org

Enquiries 03 5428 2689

noelwilcox@rocketmail.com

RACV *we're there for you*

Benalla and District

**CLASSIC CAR AND
MOTORBIKE TOUR**

FRIDAY MAY 23rd 2014
10.00 am. Benalla Art Gallery
 (assembly and registration from 9am at Art Gallery)

**Entry \$10 per vehicle. includes RACV rally pack
and RACV trophies for most interesting vehicles**

Also static display of Classic Vehicles and Historic Race Cars
 Friday May 23rd. Outside Benalla Civic Centre. 3pm - 5pm

*The Austin
Seven
CLUB*

For further details contact
GRAEME McDONALD
 0417306332

BENALLA
 RURAL CITY
 In conjunction with
 Historic Winton




NSW Peugeot events

Ross Berghofer, President, PCC of NSW, writes: Let me know if you are coming by ringing or SMSing me on 0409 504 551 or emailing me at ross.berghofer@yahoo.com

Neville Summerill's Canberra and district

Pugger Buggers in and around Canberra and surrounds

A bit like a mystery tour of sights in Canberra and surrounding districts from 3 May to 8 May 2014.

Any Pug will be OK as we are not on back roads but will have some gravel.

We will be based at the Crest Motel at Queanbeyan on Crawford Street.

The phone number is 6297 1677. This motel is very reasonably priced, quiet, breakfast in a dining room included in the tariff.

Neville will need numbers booked by the end of March 2014 on phone number 6458 7208. For any enquiries, phone Neville.

Itinerary:

Sat, 3 May Braidwood for its 175 year anniversary celebrations for a parade and car show. This will be great day out in this historic town. A display of 203s, 403s & 404s would be especially welcome.

Day 2 Return to Braidwood for more celebrations and billy cart derby. Or to Wings Over Illawarra at Albion Park Rail.

Day 3 The sights of Queanbeyan in the morning and the Australian War Memorial in the afternoon.

Day 4 Travel to Gundaroo, Collector, Breadalbane, Gunning and Yass.

Day 5 Sights of Canberra.

Day 6 Thur 8 May: Captains Flat, Jindera, and return through Burra and Googong. Then home to Queanbeyan for a farewell dinner.

This is a chance for members, family and friends who have not seen what our national capital has to offer.

Cameron Corner with Neville Summerill, from Post to Post.

Date to be decided, most likely July and August.

Some time in the mid year of 2014, this tour will be from the big one tonne Corner post at Mungindi on the Queensland – New South Wales border and travel along the border as close as possible.

If permission is granted travel along the actual fence in some places, passing through and around 16 gates on this iconic landmark to the corner post at Cameron Corner.

Then down along the South Australian border to Broken Hill.

Camping will be involved, fuel should not be a problem.

We start at Grenfell, to Nyngan to Mungindi. Enquiries to Neville Summerill on 6458 7208. Rear wheel drive cars should be OK, but if possible two 4WDers please.

Peugeot's revival plan - Striving for the podium

A new boss seeks profits by making a narrower range of pricier cars
April 19 2014 | PARIS

The Peugeot group (PSA) won the Mar-rakech World Touring Car Championship on April 13th, with Citroën C-Elysées coming first, second and third. That cheered its new boss. Carlos Tavares, a racing fanatic, joined Peugeot's archrival, Renault, as a test driver in 1981, rising to become that company's number two before taking the wheel at PSA on March 31st. He now wants to see his new company enjoying the same success financially as it has had on the racetrack.

The second-largest European car-maker, in volume terms, is struggling to escape from losses topping €7 billion (\$9.7 billion) in the past two years. A €3 billion capital increase agreed on in principle in March, which hands both Dongfeng, a Chinese carmaker, and the French state 14% stakes in exchange for €800m apiece, will help PSA secure its future. On April 14th Mr Tavares set out how he proposed doing it.

Mr Tavares is seen by many as the first genuine "car guy" to run PSA for some time. His real forte may be on the numbers side, however. "Back in the Race", as his

recovery plan is called, has four broad goals but one overwhelming message: forget about volume and market share, focus on profits and cashflow. The first aim is to distinguish more clearly Peugeot's high-end family cars from Citroën's cheaper, trendy ones, pulling out Citroën's DS range as a stand-alone premium brand. The idea is to reduce the percentage price gap between

PSA cars and their best-in-class rivals, which runs to double digits in some cases.

The second is to concentrate on global winners, dropping niche models. The number of models will fall from 45 to 26 by 2022 and seven production platforms will become two. The third is making worldwide operations profitable. PSA thinks car sales will grow by 38% globally between now and



Carlos Taveros (L) greets outgoing chief Philippe Varin at the recent 2013 results press conference.

2022 but by just 20% in Europe, where it now makes almost three-fifths of its sales. Riding this wave means above all that PSA must follow its rivals and expand in China, already its second market. The BRICS have proved challenging: Mr Tavares aims to break even in Russia and Latin America in 2017 but it is a tall order.

The fourth target is the whopper: improving competitiveness. PSA has to sell 2.6m cars outside China to break even and wants to lower this to 2m (in 2013 it actually sold 2.3m). That means reducing costs—wages will fall from 15.1% of revenues to less than 12.5% in 2016, for example—and managing cash, suppliers and stock better.

Mr Tavares expects to make profits in 2018, with operating margins at the core carmaking business of 2%, rising to 5% by 2023. Analysts were dismayed by such timid targets and PSA's shares, having revived recently, slipped a bit.

PSA is already on an upward swing financially. Sales are looking brighter as the European market recovers. Peugeot's 308 hatchback won the European Car of the Year award; extra shifts are being laid on to produce more of them, and of the new 2008 mini-SUV. Much of the hard cost-cutting has already been agreed on: a plant near Paris was closed last year and a job-shedding contract negotiated.

The motor industry is studded with stories of ailing firms whose fortunes were

revived. One is particularly relevant. Nissan was a sad case when Renault took a stake in 1999 and whipped it into shape, closing plants and cutting costs. Mr Tavares spent seven years at Nissan, in Japan and in America. He knows how to end up on the winners' podium.

The Economist



Peugeot Exalt concept car.

Morocco WTCC: Jose Maria Lopez leads Citroën 1-2-3 race victory

Peter Mills
13 April 2014

Jose Maria Lopez began his Citroën career with a victory in the World Touring Car season opener in Marrakech, leading a 1-2-3 for the French manufacturer.

Once fourth starter Yvan Muller had outbraked ROAL Chevrolet racer Tom Chilton for third into Turn 1 away from the standing start, the three Citroëns were unchallenged.

Nine-time World Rally champion Sebastien Loeb remained within a second of Lopez throughout, but no overtaking attempts were forthcoming.

Reigning champion Yvan Muller also avoided staging any bold passing manoeuvres on his illustrious team-mate to take the final step on the podium.

Chilton enjoyed a lonely run to fourth, some 8.2s in arrears of the dominant Lopez.

Impressing throughout the weekend, Dusan Borkovic took a fine fifth, ahead of factory Honda racer Tiago Monteiro.

The Serbian's passing move on Monteiro was forceful, the pair clashing into the final hairpin on lap four.

Monteiro lost his rear bumper in the incident, and fellow Honda runner Mehdi

Bennani sustained similar damage at the hands of Borkovic's team-mate Hugo Valente.

The young Frenchman received a warning flag for his collision with Bennani, which occurred on the preceding lap when battling for eighth.

Zengo Motorsport's Norbert Michelisz appeared to struggle for speed in the closing laps, and fell two positions from seventh to ninth.

Rene Munnich failed to capitalise on his strongest WTCC qualifying performance of sixth by creeping before the lights.

The German driver/owner lost further ground negotiating Turn 1 in a scrappy manner and later retired.

Results - 14 laps:

Pos	Driver	Team	Time/Gap
1.	Jose Maria Lopez	Citroen	
2.	Sebastien Loeb	Citroen	+0.713s
3.	Yvan Muller	Citroen	+1.607s
4.	Tom Chilton	ROAL Chevrolet	+8.222s
5.	Dusan Borkovic	Campos Chevrolet	+11.849s
6.	Tiago Monteiro	Honda	+20.495s
7.	Mehdi Bannani	Proteam Honda	+25.111s
8.	Hugo Valente	Campos Chevrolet	+29.953s
9.	Norbert Michelisz	Zengo Honda	+44.583s
10.	James Thompson	Lada	+48.596s
11.	Mikhail Kozlowskiy	Lada	+1m 03.873s
12.	Franz Engstler	Engstler BMW	+1m 14.163s*
13.	Pasquale di Sabatino	Engstler BMW	+1m 37.538s*
14.	John Filippi	Campos SEAT	+1m 41.171s*
15.	Gianni Morbidelli	Munnich Chevrolet	+2 laps

Franz Engstler took victory in the poorly supported TC2 class, but was 1m14 seconds adrift of Lopez.



5 Star Pugs

Simon Craig

Several cars from the Peugeot group have recently been awarded 5 star safety ratings from the local ANCAP ratings agency.

In the latest press release, at the top of the ratings tree are four more models. The new Toyota Kluger, Peugeot 2008 and Citroën Grand C4 Picasso all reached the 5 star mark.

A 5 star rating has also been extended to the hybrid variant of the Mitsubishi Outlander, the Outlander PHEV.

The Citroën Grand C4 Picasso offers a wide range of safety assist technologies including, emergency stop signal, blind spot monitoring, daytime running lights and reversing camera. Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard.

Earlier in the year, the Peugeot 5008 people mover scored well across all tests to also achieve the top 5 star ANCAP safety rating. In addition to Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) the 5008 comes standard with a reversing camera and advanced seat belt reminders are fitted to all seats, including the third row.

Head-protecting side curtain airbags

also extend to the third row. These two new models join the current fleet of Pugs that have already achieved 5 star ratings, including the 208, the 308, the 3008 and the 508.

Lucky club members recently toured the ANCAP's main source of testing data in Australia: the Crashlab facility at Huntingwood in Sydney's west.

The Pugilist



Despite their diminutive size, the 208 hatch and the 2008 mini SUV (pictured) have both achieved a five star rating from ANCAP.

I've almost got my money's worth

Neville Summerill tells the true story of \$100 Bill, his Peugeot 505 that has covered over 80,000km since he bought it as a possible wrecker.

Towards the end of 1990 I needed a better tow car for the horse float than my XD Falcon. I had been using a 1971 Peugeot 504 Ti until the authorities told me the Pug was unsuitable and I should get a heavier car.

I thought the Falcon would do, but how wrong I was. Towing the float to Sydney to attend the Pony Club dressage championships used \$105 worth of fuel – that was when fuel was relatively cheap – and its performance was very poor.

The Pug would eat the Ford in every aspect; in towing and braking it was miles ahead. So off to Sydney I went looking for another Peugeot or Citroën.

First, an inspection of a Citroën CX 2400 for \$8,000, then a Peugeot 604 with 15,000km up and as new, five-speed, fuel injected and white leather seats. It was a really lovely vehicle for \$8,500 but I had heard that they had problems so it too was bypassed.

On to Leo Geoghegan Car Sales on Victoria Road where I found a 1983 Peugeot 505 GR, a five-speed, 100,000km, in snow white with blue trimming, rego PG-590



On top of Big Red.

for \$9,500. The Falcon made up more than half the price, which surprised me because I thought it would have been hard to move.

This proved to be the best car I have owned so far. In all the years very little has failed. I have replaced the ignition switch, an exhaust system, a water pump, two sets of rear brake pads (but never the front), three sets of front shock inserts, a set of rings and a piston that broke possibly through overheating.

I never touched the transmission. I found the Monroe Whyllie inserts were the best for the shocks as they lasted 245,000km compared with 25,000km for the Koni inserts. Now after 15 years of fairly tough work as our everyday car, with a high 750,000 plus km and up, even though it was still a nice car, I decided to try and buy another one for wrecking in case parts became hard to get in the years ahead.

In 2005 I asked Colin Handley in Canberra to keep a lookout for a Peugeot 505



Happy as pie: Neville tracks a snack on the 2008 Three Tracks trip.

manual for wrecking. He rang in a couple of days. He had found one with a problem in the transmission, but the car was not too bad and would cost \$100. Enter \$100 Bill. I thought the Pug was a good buy so I trailer-ed it home.

Little did I know at the time how good it was. Being curious, I went looking for the

problem as to why it had failed and found a broken tail shaft. It seemed to have come undone along the seam. I replaced that by cleaning up and fitting an old 504 tail shaft from my rubbish dump.

That problem fixed, I went to see what the motor was like. The first impression was not good. It started on a couple of cylinders, then progressed to four with plenty of smoke out the back, so it was taken to the wrecking shed to await its fate.

Then 2007 came around, and the Victorian Peugeot Car Club was organising a trip right around Australia. I have always dreamed of doing this, so I had another look at the car to see if it could be repaired for the trip. I still don't know why I decided to check the spark plugs. That turned out to be the problem.

I turfed out the new Bosch plugs and fitted an old set of NTE plugs that was lying on the bench. The car started the first time and ran beautifully without smoke. I think those plugs are still in the car. Don't ask me why the plugs can make such a difference but I have been caught a couple of times before with Bosch.

We had our car for the trip. A left hand door was replaced as it had a large rust hole, a little bog and a couple of cans of snow white paint covered the crease in the right front door and the car looked pretty good. I was very happy with it.

The Pug drove beautifully with no rattles or squeaks and it passed inspection to be registered as PUG-210. The day before we were to

set out on the big adventure, the clutch – or so I thought – began to squeal. I took the motor out to replace the throw-out bearing, a weakness in the 504 and 505. Although there was nothing wrong there, I fitted a new one. On start-up the same squeal occurred. I found the fan belt was slipping – the silly old bugger forgot to check it.

Upon changing the oils the gearbox yielded circlips in bits from the synchros. That explained why the gear change was a bit noisy. I decided I had all the circlips out and that there wouldn't be a great deal of damage.

I had to use a hammer to loosen the tight sump plug and heard something rattling around. I removed the small sump and found a main bearing bolt lying in the sump. All the other bearing bolts were tight. As the previous owner—the fourth—said, it had done a lot of km.

We completed the trip of 17,647km. The engine used no oil between 5,000km changes. The only problem was a blown fuse coming into Melbourne. When we were approaching Burra in South Australia the Pug decided to reduce speed drastically and I could not find out why. The next morning it was all right.

I had to fit new tyres at Katherine. The new Goodyears we started off with were stuffed by the time we got there. For the next two years we used \$100 Bill as our everyday car. I had retired the original 505 to wait until I had time to work on it. We ran up another 4,011km taking part in the Worm Wander to

the Flinders Ranges. All the while on this trip we could smell gas but the source of the leak was a mystery.

Two days later we found the left hand shock was leaking and not working. When I arrived at my front gate the engine blew a head gasket. It was good timing.

When I removed the head very little gasket was left. I do not know how it lasted

so long. Also, the sleeves were level with the block, which is not as they should be. The pistons were very worn so it was surprising it used no oil. I decided to leave things as they were.

In 2008 I took the Pug on the Three Tracks trip, one of the better outback runs that took in the Strezlecki, Birdsville and Oodnadatta, a total of 7,653km. The only problem was muffler damage from the large gibbers around Dalhousie

Springs. The highlight was to drive the 505 to beside Allen Parker's 404 at the top of Big Red, the biggest dune in the Simpson Desert.

It was priceless to see the stunned four-wheeldrive owners at the bottom, some still debating whether they could get through the first test of about 45cm of water, wondering why they paid so much money for their vehicles when old Peugeots could get up there



Dune rider: \$100 Bill is gunned up a sandy slope during its 2008 adventure.

without any hesitation. To add insult to injury our 4WD back-up vehicle was the only one to require assistance; it got really bogged. The virtues of the tough Peugeot were tested, hence the old saying, “Engineered to be enjoyed”. They never let us down.

In 2009 Hank organised an inland lap of Australia, not around the coast but around. I could not go so two Victorian club members took \$100 Bill and covered 13,845km without any problems. In November that year Hank organised a trip through outback Queensland and New South Wales. Boy, it was hot. At Nocundra it was 55 degrees.

About 50km out on the Tibooburra road we hit a rock in a wash-away and broke the gearbox extension housing. The box was holding only by a bolt at the bottom, there was oil everywhere and the impact was so much that the rubber of the two front engine mounts was torn away. By filling up the gearbox every 100km and driving in fourth gear we got home OK – 14 fills in 1,450km. When I repaired the box with a second hand extension housing everything else was OK. Once again the virtues of this car came to the fore.

There were no problems on the 2010 Outback Queensland, NSW and South Australia trip, though it was very wet and we had to detour and take alternative routes to avoid flooding. Later that year we made a trip around Western Victoria to celebrate the 50th year of the Peugeot 404, another

2,243km.

In 2011 we covered the Sunset Country and mallee area of outback Victoria and went into South Australia, 3,615km and playing around in the sandhills.

In 2012 we had more playing around in the sandhills, making Ouyen in Outback Victoria our base – 2,290km this time.

In 2013 we made a great trip to Mudgee for the National Rally, 1,322km. Another run was 570km to Gunning to watch the great spectacle of old trucks on Haulin’ the Hume, a run that is being repeated this year on the Old Hume Highway.

The Pugger Buggers’ run to Cameron’s Corner was another 5,000km without any trou-

ble. This car has now travelled over 80,000km since it came into my possession and it still looks good. It has proved itself under trying conditions. It still drives so well and still uses no oil. It’s quite distinctive now, covered with stickers of the places it has been. It is certainly one of the best models to come from Peugeot and still has many trips left in it yet – that’s up to me.

I am sure this story will continue. In May I am joining Hank’s trip to Central Australia and in August the Corner to Corner run. And yes, I have almost got my money’s worth.

The Pugilist



PAC Minutes of General Meeting

8pm 25 March 2014

Weston Club, Weston ACT

Persons Present

Brad Pillans (Chair)
 Neil Sperring
 Bill McNamee
 Jim Taylor
 Ian Brock
 Colin Handley
 Ian Goodacre
 Neil Birch
 John Geremin
 Jimmy Pincott

Apologies

Ross Stephens
 John Bower
 Greg Francis
 Glen Bryden

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

Minutes of last meeting

The minutes of the last meeting were read and approved.

Moved: Brad Pillans, seconded: Neil Sperring

Inwards correspondence

None.

Financial position

Colin Handley reported, on behalf of Glen Bryden, that the club has \$3,454.04 in the bank account plus \$8,068.56 on term deposit.

Council of ACT Motor Clubs

Neil reported business from the last CACTMC meeting:

1. Wheels Exhibition, Sunday 16 March. The overall response to the event was favourable, with thanks to the Mercedes Car Club for organising. The site (Kings Park) was considered to be OK and has been booked for next year.

2. There was discussion re. cooperation with Road User Services to run the Concessional Registration Scheme.

General business

1. The President welcomed Jimmy Pincott (306 GTi6 and 306 S16) to his first club meeting.

2. Following a suggestion from Graeme Cosier (PCC NSW), there was discussion re. forming a national Peugeot Pageant committee to help organise the event and choose the venue. Members felt that pageant registration options should be as flexible as possible.

3. Battle of Waterloo. Scheduled for Sunday June 15 at the Ronde Terraces (same venue as last year). The PAC has been asked to run the BBQ again.

4. Colin Handley announced that there was a 205 for sale in Isabella Plains – details available from Colin.

5. Club Merchandise. It was agreed that the club should investigate purchasing Peugeot merchandise from the NSW Club. Brad to obtain a merchandise list for the next meeting.

The meeting closed at 8.49 pm