

# ROAR

Magazine of the Peugeot Association of Canberra

Don't forget the PAC  
AGM on  
Tuesday  
27 October 2016 at 8pm

October 2015

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### ON THE COVER

A Peugeot 306 resting in a bus only zone in front of the Roman aqueduct in Segovia, Spain. The structure dates from AD 81-96, during the reign of Emperor Domitian. The 306 dates from AD 1993-2002.

RoAR is the official journal of the  
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(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,

Our magazine editor, Peter Rees, is travelling in Europe at the moment, (and he's written an account of the ramifications of the VW scandal for this edition of Roar), and I have just returned from 2 weeks in Western Australia, so the magazine is literally being put together 'on the run'.

In WA, I spent most of time in and around Kalgoorlie, with red dust and flies as constant companions (see photo on right). Kalgoorlie is, of course, a Peugeot desert and I do not recall ever seeing a Pug in a town that is very definitely dominated by 4WDs and utes. Not wishing to look out of place, but mainly for its off-road versatility, I was driving a Landcruiser, which more than proved its worth in soft sand and on numerous bush tracks.

One day, about 10 km out of Kalgoorlie, the

Landcruiser started to wander all over the road and, on pulling over, a rapidly deflating rear tyre proved to be the culprit. We had two spares, but we changed the flat and headed back to town to get it repaired. Two things struck me – firstly, even though we had the puncture repair kit and the tools to remove the tyre from its split rim, to put it bluntly it's a bummer of a job, so I cheerfully paid a bloke \$80 to fix it in town. Secondly, why is it that car jacks are always so infuriatingly useless when needed to change a tyre?

The jack in my 508 is a pain in the butt and so was the bottle jack in the Landcruiser – how many hundred turns of the handle does it take to raise the car a few inches? And why is always so awkward to position the jack in exactly the right place? Give me the simple 404 jack and jacking points any day!!

One final thing about the Landcruiser – with a roof rack, carrying camping gear, it's a bit more top heavy than a 508, and I was nearly caught off-guard



on a seemingly innocuous bend, on bitumen, in drizzling rain. All of a sudden the tyres let go and I performed a nice little fishtail manoeuvre as I brought the slide under control. Needless to say, the car next to me (it was a two lane on-ramp to a freeway in Perth) was probably not amused.

Meanwhile, back in Canberra, French Car Day is looming – 2.30 pm, Saturday 7 November at Telopea Park School fête. The car display and fête is always a very enjoyable afternoon and I encourage all members to come along. As usual there will be trophies for the best cars and lucky dip prizes that all entrants will be in with a chance to win. And remember, street parking may be at a premium, but display cars get free parking right in the school grounds.

This month's club meeting is the Annual General Meeting and will be held on Tuesday 27 October at the Weston Club, at 8pm, with dinner and drinks from 7pm. The AGM is a great opportunity for members to have their say in running the club, so if you haven't been to a club meeting for a while, this is a good meeting to attend. And don't be afraid to come along – no-one gets railroaded into being an office-bearer (not unless they want to be, of course).

Keep on Pugging.

*Brad Pillans*

Brad Pillans

P.S. My son, Geoff solved the Bluetooth problem that I was having in the 508 – it was the phone's fault, not the car, and required one of the phone settings to be changed.

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Geraldine Butler

# CLASSIFIEDS

## FOR SALE

### 505 Peugeot STi 1984

505 Peugeot STi 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4,000 ono. PEU 505. Ray 02 6352 5826.



### Peugeot 405 1994

Peugeot 405, 1994, red, manual. Near new tyres in great condition, and good battery. Useful for parts. Some mechanical and bodywork issues. Best offer accepted. Please contact me for further information - Elliot, 0416 828 931, Canberra.

### 407 Peugeot, 2010

407 Peugeot, 2010, 2 litre turbo diesel. White gold; 6 speed auto sedan; full black leather interior with heated front seats; sun roof; retractable side mirrors; front weather shields; 5 alloy wheels; tow bar; tinted windows. One owner, full service record. Excellent condition, 122,000 kms. Just serviced by Bill Macnamee. 5 months rego. \$16,450 ono. Call Peter on 0417 662 870

### 203 Peugeot 1949

203 Peugeot 1949. Fully restored to original condition, some years ago, and still looks good (see photo at right). Six volt battery system. Factory sun-roof. Windscreen sun-visor and roof-rack (both as new). Old tyres could do with replacing, but otherwise a very nice car and always popular at car displays. Currently on NSW historic plates. \$7,500 ono. Brad Pillans 0427 662 112.





# CLASSIFIEDS

## FOR SALE

### 504 Peugeot Coupé

504 Peugeot Coupé. 1979, 2 litre Ti, 4 speed manual, LHD with 125,000 genuine km. Always dry. Unleaded petrol, @ 28.5mpg. VIN 3131468. The car is located in Seymour Victoria and whilst sold without a roadworthy, is in 9/10 excellent condition. \$25,500 ONO. See photos. Rodney Provan, email [rod777@icloud.com](mailto:rod777@icloud.com) ph : 03 5792-1375 or +852 9272-9166.



# CLASSIFIEDS

## FOR SALE

### PARTS

#### **203, 403, 404, 504 parts**

Peugeot parts for 203, 403, 404 and 504. Too many to list, call to see what is available. Phone Jon and Bev Mølvig 02 49986152, located near Cessnock NSW.

#### **404 head**

404 head (5 bearing, 1970), carefully wrapped up and stored. Reconditioned around the mid-1980s, it has stayed wrapped and cared for 25-30 years. I am after a fair and reasonable price for it. I have an idea what that might be, but I am open to reasonable offers? The freight is at the buyer's expense. Philip, 0418 93 25 26. I am not throwing or giving it away.

#### **404 hubcap**

404 hubcap (1 only) for sale for \$25, at Cooma. Contact Noel Carter [noelcarter@exemail.com.au](mailto:noelcarter@exemail.com.au)

## WANTED

#### **Early Peugeot 307**



Our daughter is fond of the model and owned one until it was recently written off when a driver pulled out of a car park without looking, and collided with her rear passenger side. Since it caused the airbags to deploy the repairs exceeded the value of the car. She is very keen to get another one. Tony Croke 0428 680 690.

#### **ZPJ V6 engine**



ZPJ V6 engine from either Peugeot 605, Citroën XM or Renault Leguna, around 1994 – 1996, will take whole car if absolutely necessary, especially if closer to Brisbane! Ph Richard 07 3286 3465 mobile 0409 264 523 (October 2015)

# CLUB EVENTS 2015

- 
- 27 October 2015** PAC AGM Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club is at 1 Liardet St, Weston.
- 7 November 2015** La Grande Fête French car display, Telopea Park School - from 2.30 pm.
- 7 November 2015** NRMA Classic Car Club will be holding a drive to Classic Yass. See accompanying story.
- 8 November 2015** Marques in the Park, John Knight Park, Belconnen  
<https://actmotorclubs.wordpress.com/events/marques-in-the-park/>
- 6 December 2015** Christmas BBQ at Lake Ginninderra with Renault Car Club.



# FRENCH CAR DRIVES 2015

**Sunday October 25**

Braidwood Historic Town walking tour, self guided. [www.visitbraidwood.com.au/expbwd](http://www.visitbraidwood.com.au/expbwd)

**Sunday December 6**

Christmas BBQ at Lake Ginninderra

Please contact Lisa on [reno1338@hotmail.com](mailto:reno1338@hotmail.com).

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia

Calendar

# Canberra French Car Day



**Saturday 7 November 2015**  
**From 2:30 pm to 7:00 pm**  
**Telopea Park School in conjunction with the schools fete.**



**Telopea Park School**  
 Lydie Franco-Australien de Canberra

The school is located at New South Wales Crescent, Barton, ACT and the entrance will be clearly signposted at the Telopea Park side of the school grounds. Entry is free.

Trophies donated by Sharrons will be awarded by popular vote to the owners of the best Renault, best Citroën, best Peugeot, best modern French car and best French car on the day. A trophy for best modern is a new one recognising that newer French cars are also part of the show.

The fete is a large affair with plenty of drinks and delicious food available along with other activities such as rides for the kids and a giant raffle with a trip to Paris for two plus spending money usually the first prize. Many other raffle prizes will be available and the draw of the main ten prizes takes place before the show is over.

Organised by  
 the Renault  
 Owners Club  
 of Canberra




## NRMA drive to Yass

The NRMA Classic Car Club will be holding a DRIVE to Classic Yass on Saturday November 7th.

This year is the 10th anniversary of Classic Yass and will feature a huge vehicle display in the centre of historic Yass township.

In addition there is the Rotary Billy Cart Derby, the Scout Markets with arts, crafts and bric-a-brac, the Farmers' Market with fresh fruit and vegetables and the Masonic Lodge vintage craft expo.

All in all an excellent day out in a great location.

The Classic car Club DRIVE will leave Sydney about 7.30 and arrive at Yass about 11 or so. Our cars will be parked close to the major vehicle display but not part of it as all display cars have to be pre-1980 and in place by 10.00 am.

If you would like to take part in the DRIVE please reply to this e-mail and put YASS CLASSIC DRIVE as the subject. More details on the event will be available next week.

I look forward to seeing you on the event.

John Flower  
 Vehicle Co-Ordinator  
 NRMA Classic Car Club

Neil Sperring adds:

As suggested by PAC member Bernard taking your drive to Yass in the morning and then returning for the French Car day at Telopea Park would make it an enjoyable motoring day.



# Peugeot Pageant Oberon 2016–Apr 8 to 11

## Expression of Interest

The next Peugeot Pageant, which the Peugeot Car Club of NSW is hosting, will be held in NSW at Oberon **from Friday 8 April to Monday 11 April 2016**. This is two weeks after Easter.

Oberon is a cool climate country town of around 2700 people, about 2½ hours west of Sydney, and is 40 minutes SE of Bathurst and 40 minutes SW of Lithgow. There is plenty of spectacular scenery in the area and on offer for our navigation run.

This form is to advise you of the venue, and to enable you to plan ahead to include the next Pageant in your 2016 itinerary. We have two motels fully booked and for those who envisage going to the Pageant, we encourage you to both book your own accommodation and definitely advise us, for catering purposes, of your intention of participating. There is no commitment by returning your Expression of Interest form to actually attend, but we ask that you let us know if you are thinking of attending. **This year due to the size of some of the eating and accommodation venues, we may have to limit numbers to 80 so you will definitely be registered in order of receipt of the Pageant fee and having a motel booking.**

The format will be similar to most other Pageants commencing with dinner on Friday, then concours on Saturday morning, motorkhana and hopefully driving skills events on Saturday afternoon, and observation run on Sunday morning which will end up for lunch at the largest privately owned garden in the southern hemisphere. This will be followed by an afternoon of free time where you will be able to inspect the 10 acre garden and water garden, or see some of the many other interesting museums (military, district and heritage railway), a private tractor collection, etc in or around town. The presentation dinner will be on Sunday night and will conclude with breakfast on Monday morning. All meals will be included from Friday dinner to Monday breakfast (inclusive).

For those who are fortunate enough to have Monday off, we have arranged an inspection of the large Borgs MDF panel factory at Oberon after breakfast which will only be available for a very limited number and will take 1½ to 2 hours.

You need to book your own accommodation at either The Big Trout Motel or Titania Motel (both 3½ star and both have free Wi Fi), which are the two we have fully booked and are only 550m apart.

The main Pageant motel will be **The Big Trout Motel** which will also be the venue for **all** the breakfasts. Most rooms have a queen and 1 single bed in them and are very clean and spacious. These will be \$125 per night for room only for 2. You will have to talk to Maria for prices of other room configurations which include queen and 3 singles; 2 queens, 1 single with a spa; and a 2 bedroom unit with one bathroom. Ph 02 6336 2100 (Maria) and mention the Peugeot Pageant for the special rates.

The **Titania Motel** has queen and single rooms for \$125 per night for 2 (or smaller double rooms for \$109 per night) for room only. You will have to talk to Denise for prices of other room

configurations which include queen and single with kitchenette; queen and 3 singles; 2 bedrooms self-contained with 2 separate toilets; a 1 bedroom self-contained unit; and a 3 bedroom cottage. Most have air cond. Ph 02 6336 1377 or 1800 462 376 (Denise) and mention the Peugeot Pageant for the special rates.

Otherwise, there is the **Highlands Motor Inn** (3½ star) – Ph 02 6336 1866, or the **Jenolan Caravan Park (in Oberon)** which has sites and cabins – Ph 02 6336 0344.

*Please note:* The Pageant registration fee will include all meals incl breakfasts.

.....cut here and return lower section.....

## Peugeot Pageant Oberon 2016 (Apr 8 to 11) – Expression of Interest

Name(s).....

Postal address..... State..... Postcode.....

Email address.....

Phone: Hm ..... Mob 04.....

I will represent the .....car club at the Pageant.

I/we are interested in participating in the: motorkhana driving skills tests neither (circle 1 per driver)

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at ( ) Big Trout Motel; ( ) Titania Motel; ( ) Other:

(please nominate).....

I/we are interested in participating in the Borgs factory tour on Mon morn: ( ) N; ( ) Y (number) ...

**On completion**, either: Email the completed form to [pageant@peugeotclub.asn.au](mailto:pageant@peugeotclub.asn.au);

Or mail to: Anne or Graeme Cosier, 61 Woodcourt Rd, Berowra Heights NSW 2082;

**Questions to Graeme or Anne Cosier** 02 9456 1697 or 0418 203 195

or email to [pageant@peugeotclub.asn.au](mailto:pageant@peugeotclub.asn.au).

Final registration forms will be available shortly.

Please return the above form ASAP to assist with planning, and book your accommodation if you know you are definitely attending. You will have a better choice of accommodation, the earlier you book it!

## VW scandal to hit PSA Peugeot Citroën and Renault

The editor  
Paris  
22 October

As Europe settles into an early winter, with unseasonal cold across the north and killer storms in the south, there is gloom in the automotive world in the wake of the Volkswagen AG scandal.

The VW plan to dominate the world car industry, and oust Toyota as number one, is in ruins and the collateral damage is still spreading.

The British and European financial press have reported crisis boardroom meetings across the continent pondering the future of diesel, and in the process, portrayed VW as a rapacious, untrustworthy and authoritarian corporation.

According to Bloomberg Business, VW's admission that it rigged diesel engines to fool regulators is set to accelerate the technology's decline in Europe, hitting not just the German carmaker but also competitors PSA Peugeot Citroën and Renault SA. The article noted that the French manufacturers rely on diesel-powered vehicles for at least 60 percent of their European sales.

With the fuel systems already under attack in the region because of pollution concerns (and the evidence is everywhere that Europe is going green, from mass fields of solar panels to kerbside electric car recharging points), some analysts are predicting that VW's so-called dieselgate scandal could cause the technology's market share to drop to as little as 35 percent of cars sold in Europe in 2022. In 2014, it was 53 percent, according to industry consultant LMC Automotive.

The Financial Times pointed out that the cost for carmakers of using emissions reduction technology to comply with Euro 6 rules is now as much as

€1,300 per car, and this could rise by €200-300 per car under new Euro 6c regulations due in 2017, analysts say. This all represents a big challenge for Peugeot, Renault, Fiat Chrysler Automobiles NV, General Motors Co.'s Opel and the core VW brand.

Unlike luxury-auto producers Audi, Daimler AG's Mercedes-Benz and BMW AG, the margins are much lower on the mass-market diesel hatchbacks and compact cars.

The crisis saw officials from national transport ministries meet in Brussels earlier this month to discuss proposals that would give manufacturers until late 2019 to ensure

that new





types of diesel cars fully comply with limits on NOx emissions when tested on the road. Newly made diesel cars based on existing models would have until 2020.

“Europe will go down particularly in the segment for smaller cars,” Sascha Gommel, a Frankfurt-based analyst at Commerzbank AG, said. With compacts like the Peugeot 208, Renault Clio and VW Polo, “you can’t charge your customer for the additional content that needs to go in the car in order to comply with regulation.”

In the immediate wake of the scandal breaking on 18 September, Peugeot’s shares plunged 15 percent and Renault’s 12 percent, wiping out a combined €4.6 billion (US\$5.1 billion) in market capitalisation.

The two French manufacturers, along with Fiat Chrysler and Opel, are most likely to be hurt by any European contraction in demand for diesel cars, auto industry experts have said.

This is the immediate result of VW’s unethical behaviour, a deliberate strategy it adopted to lie its way into the American market by claiming its emissions of harmful nitrogen oxides from its diesel cars were lower. To be the world’s No. 1, VW required a major foothold in the US, and to get there it had to lie to give itself a fuel economy/pollution advantage.

The company’s arrogance was protected by a board structure unique in Ger-

many, with two politicians sitting on its supervisory board. They turned a blind eye to anything that might jeopardise jobs.

German institutions have long harboured doubts about the VW structure, with only two per cent investment in the company - in contrast with the 26 per cent of foreign investors.

These factors have now combined to not only ruin VW’s reputation, and leave it open to billions of dollars in repairs and class actions worldwide, but damage trust in other diesel producing car conglomerates.

As it stands, VW will have to recall 8.5 million cars in Europe, as well as fix about 500,000 VWs and Audis in the US. The company will launch a mass recall of almost 100,000 VWs, Audis and Skodas in Australia.

“The current lack of trust doesn’t only affect Volkswagen,” French Prime Minister Manuel Valls said, according to Agence France-Presse newswire. Even so, he was adamant that “there’s no question of this lack of trust being allowed to hurt growth and the development of our car industry.”

The second best-selling diesel car in Europe this year will be Renault’s Clio hatchback with more than 286,000 vehicles sold, LMC Automotive estimates. While none of its diesel models is in the LMC top 10, Peugeot, Europe’s second-biggest automaker, relies heavily on the vehicles, which accounted for 68 percent of its deliveries in the region last year. That proportion stood at 60 percent for Renault.

“We have the industrial capacity to adapt to the new demand,” a Renault spokesman said. “And we’re a leader in the electric-vehicles market,” along with Japanese partner Nissan.

Peugeot says its petrol engine production capacity is “not fully utilised, therefore giving us the possibility to adjust production.”

According to the Financial Times, Paris Mayor Anne Hidalgo is threatening to ban diesel cars from the capital by 2020 because of concerns over air pollution.

A backlash against diesel by consumers and more stringent scrutiny from regulators would make it even tougher for carmakers in Europe to meet tightening rules on fuel consumption and carbon-dioxide emissions. That, says the *Financial Times*, might mean an accelerated shift to hybrids, which are costly to produce because they contain combustion engines as well as electric motors.

But the backing for diesel remains, not least because of lower operating costs for drivers. Almost all European Union countries tax the fuel less than gasoline, and it offers about 30 percent better mileage.

BMW, for one, reflects a widely held industry view that diesel will continue to play a significant role, saying the EU’s 2020 targets “can only be fulfilled through extensive use of modern diesel engines and further electrification [of new vehicles]”

## The mysterious case of the rusty 504s

Russell Hall

We all know early Peugeots would have lasted forever but for the demon rust. But rust they did. The Heidelberg cars were worse than the Moorabbin assembled models for some reason. The 1960 models seemed particularly bad.

A 403 that had never been near the sea could have rust appearing under the chrome strips after four or five years. A new 404 was once returned by a dealer with seam rust. It was variable – some cars were worse than others. Rust proofing was something Renault attended to as a priority after they took over the plant.

The parts for the cars were shipped in wooden crates. The panels were unpainted and were sometimes very rusty when unpacked. This was not the problem it sounds.

They were dipped in phosphoric acid and outer surfaces thoroughly buffed off. I remember cleaning off the sound deadening inside a Moorabbin 403 door and finding inert rust staining. Beneath the undercoat in the doors on my 504 rust staining is evident.

Eventually they worked out the problem was not the moisture getting in but the moisture sealed in, and so the crates were

dehumidified.

Renault adopted a paint process called electrophoresis that used a small electric charge to attract the paint to the body as it was fully dipped. The cars used to have a transfer on the back window, “protected by electrophoresis” and people always thought it was an anti-theft system. It was well under way in 1970.

During 1971 an alarming pattern began to develop. Cars were turning up at around a year old, completely rusted through in the box sections. There seemed to be no difference between Renault and Peugeot. Renault Australia was an ethical company of a type rarely seen today. The owners were given generous trade-ins and the cars crushed. There were several sunburst 504s in the factory yard with rusted out chassis. Analysis showed the internal paint had not adhered. Renault complained to the paint supplier, Dulux, who in turn called in the industrial chemists from W.R. Grace.

I never heard the result of the investigation. Years later I met a family trying to live with a degree of self sufficiency deep in the bush. I was to eventually learn the man had been an industrial chemist with W.R. Grace. He ran the Renault investigation and spent a week at the plant observing their paint process.

The cause of the problem was

remarkably simple. There was a seven minute morning tea break on the production line. The painters did not bother to turn the heaters off in the drying booth during the break. If a car had already been in the booth it would get a second dose of heat. The paint inside the box sections would overheat and peel off. So there was the potential for one car per day to leave with no paint in its box sections. The solution was as simple as turning off the heaters during morning tea.

— from Torque.





## My first 403

Mike Jolley

For many years my family, Mum, Dad and five children were transported around in a 1949 Morris 6. Silver-grey with a long, sleek nose, and almost identical to a Wolseley, it was registered PX310. It was large and comfortable and served us well.

At boarding school at Kilmore I eagerly awaited the monthly visits by my family but even more so when they turned up in mid-1961 in a car whose name I knew from its Redex performance, although I couldn't pronounce it.

With my folks beaming, the 1960 403 resplendent in all its garish livery ... two-tone ming blue with a white drop-flash. And the interior? Wait for it ... red plastic with a white fleck! I didn't know whether to be excited or embarrassed. The advantage was that it was visible for some distance as it approached the school gates to take me out for a picnic lunch. That was the exciting bit.

Garish as it was, the 403 remained the reliable family car until Dad updated to our next, a dark green 1960/61 403. We had lots of fun in that car, particularly at PCCV motorkhanas at Mickleham and Romsey with me as a learner driver honing my driving skills at the same time. A week after I

turned 18 and, more specifically on 4 May 1963, I turned up with Dad in the 403 at the North Brighton Police Station, where I was expecting to get my driver's licence.

We stood outside the police station door witnessing the poor sucker ahead of me getting a grilling and being asked questions I had no

hope of answering. At one point, the police officer went over to a box where there were some sign boards stacked vertically. Pulling one out at random he said to the sucker: "And what's that sign?" Sucker: "Dunno." Copper: "It's a derestriction sign ... says you can go faster now!" He put the sign back into the box,



cockeyed, and retreated behind the desk, shaking his head. The next 10 minutes were excruciating as the sucker sweated and mumbled and I waited ... and waited.

My turn. Gulp! Copper: "Come on, get a move on, it's almost lunch time. OK, first question: (goes over to the box again) What's this sign mean?" taking the lopsided sign out of the box again. Me: "That's a derestriction sign ... means I can go faster now." Copper: "Very good, you're the first one to get it right today! OK, take me for a drive." The only other question he asked was for my name. Whew!

He got in the rear seat of the 403 and told me to drive to the next corner and turn right. I drove to the corner where I put my right arm out the window to indicate my intention while simultaneously holding the wheel with my left thumb and changing back to second with the fingers of my left hand. Copper: "Oi, oi, who the bloody hell do you think you are, Jack Brabham?" Bingo! Got my licence. I'm sure the fun we had at motorkhanas at Mickleham and Romsey prepared me for such slick gearchanging.

I bought that car from Dad when he bought a beautiful Spanish red 404 from Regans. It was JOL404. The 403 became the first of many to carry the registration plate JOL403. My brother Pete had an MGB registered JOL999. They were normal issue plates which we happened to fluke in 1966.

Teaching in Colac in 1966, I did many miles travelling back home to Melbourne at weekends. The 403's paintwork needed

sprucing up so a panel shop in Colac repainted it Mercedes moss green. It positively glowed and I was very proud of it.

In 1967 I transferred to teaching in a special school in Moorabbin. I really loved teaching kids who had learning problems; some also had associated challenging behaviours. We had certain strategies to get them back onto task if they were causing problems. One was to give them "special duties". It was meant to raise their self-esteem. Teachers' car washing was one such "special duty".

Me: "Frank, you need timeout. Would you like to wash my car?" Frank: "Sure, sir." Me: "OK, you know where the bucket and cleaners are. Back here when you've finished." Twenty minutes later Frank was back with "All done, sir." Me: "Well done, mate." All was well until, upon leaving school that day I discovered that, as a bonus, Frank had scrubbed the car with a pot scourer! It took many days for the friendship to recover. So much for building self-esteem!

Possibly the best 403 I owned came a year or so later (it took that long to repair the paintwork on the green one). It was a 1963, grey with soft blue interior and it was the smoothest riding car I'd ever owned or experienced. It, too, became JOL403. I was courting a farmer's daughter, Lesley (we've now been married for 46 years, poor girl), and we went out rabbiting one evening at her uncle's farm.

On the way home, I hit a soft section on the gravel road and the beautiful, pristine 403 slid gracefully off the road on its new Michelin Xs and into a deep culvert on the right-hand side of

the road. It came to rest, listing 45 degrees to the right and firmly stuck. We walked to a local farmhouse whose owner pulled the car out with his tractor.

The steering wheel, badly skewed, pulled to the right while the car drove to the left. The next morning the car and I wobbled up to see Arthur Brown at the Cape Clear garage. Now, Arthur was of the old school. No new-fangled equipment, just plain common sense and 50 plus years of experience he heated the bent right steering arm, checked the left side, hammered a little more, heated more, checked again, tweaked a bit more, until he was satisfied.

The car drove beautifully. I had it to an alignment specialist on Arthur's advice, just "to be sure, to be sure". The alignment specialist with all his sophisticated equipment declared it to be perfectly aligned. Well done, Arthur.

It was a wonderful car and I kept it until I replaced it with a 1967 White 404 which became the third JOL403 and marked the beginning of my many inappropriate number plates. In 1973 I bought another 1963 grey/red 403 as a second car, bringing my total 403s to four between 1966 and 1975. In that time Dad had owned three, my brothers had four between them. The Jolleys' long association with Peugeots began in 1963 and has survived over 50 years with the mighty 403 leading the way.

— from Torque



## My first 403

Paul Watson

In 1973 I owned a 1968 404 that I loved. I was working on the Sydney Sunday Telegraph with a Kiwi sub-editor named Nick Brash. "Brash by name, Brash by nature," he used to say, and he wasn't lying.

Many journos were heading for Fleet Street in those days and Nick told me of a cheap way to get to Europe: catch a Norwegian cargo ship to Copenhagen for \$1,000 a head. That was a lot cheaper than air travel in those days.

Nola and I were to be married in September and I came up with a plan to sell the 404, buy a cheap 403 and put the balance of the money towards the fare on the ship.

As it happened, my Dad's 1965 404 picked that moment to give up the battle against the rust caused by the salty winds of Bermagui on the NSW south coast. (He always left his cars in the open and never washed the salt off).

So he bought the 404 from me for \$1,100 and I bought a 1958 403 from a member of the newly-formed NSW club for \$350. The registration was BPX-532.

The car was two-tone grey (like the one in the 1960 Weetbix collector card series) and was in pretty good shape. It went

really well, probably as well as any standard 403 I have driven. My only disappointment was that if you were baulked on a hill and lost speed, you had to change down and crawl up behind other traffic.

I confess to having made an occasional overtaking manoeuvre on the left-hand side to avoid that situation. The diff was a bit worn but the chap who sold it to me turned the wheel and that was a great improvement. It put in fast point-to-point times and was very economical.

It did suffer a couple of indignities. I was once waiting at the lights at an intersection of the Pacific Highway in Chatswood and the driver of the EH Holden in front of me decided that it was better to reverse that go forward. This made a mess of the front of the car and the bent grille became a trophy that is still current in the NSW club. Fortunately I had friends at Norm Saville Motors and I was able to get a replacement guard and lights cheaply, but the grille was never replaced so the car spent the rest of its life looking like a whale shark.

Another disaster was when Sydney had one of its typical tropical downpours overnight, exposing the inadequacy of the old door rubbers. I hopped in the next morning to find there was 20cm

of water in the driver's footwell and almost as much in the bottom of the door cavity.

The gear linkage disconnected itself one night while I was collecting Nola from the ferry at Manly Wharf. But otherwise it was faultless mechanically.

As can be seen on the archive movies of the NSW club, the 403 took part in some excellent motorkhanas, sometimes in heavy rain. I never managed to beat the very speedy





Paul Brownlow, but I held my own.

It took us to a splendid weekend at Andrew McPherson's winery at Pokolbin, also on the archive films, among many other enjoyable outings with the enthusiastic members of the new club.

When Nola and I were married we took the 403 on our honeymoon to the south coast, stopping at Berry, Bermagui and Merimbula, our audio system being a small Philips tape recorder and a speaker on the back seat. John Mayall's *Room to Move* never sounded so good. A week or two later we attended the initial meeting of the NSW and Victorian clubs, at Albury. Barry Petersen and I had organised the event between us.

Here we met Graham Wallis, Brian Amey and many other Victorian members.

We held a motorkhana at the Hume Weir racing circuit, which the Victorians won. We also did a parade lap around the course, theoretically at low speed, which is also on the archive film. What the movie doesn't show is that my 403, loaded with four people, almost overturned on a sharp right-hander, probably due to excessive speed and worn-out suspension. But we survived.

When we returned to Sydney, Nola and I decided not to go to Europe and I bought a really clean fully imported 404 (which I also sold to Dad years later when the 1968 car went the way of the 1965 car).

So we offered the 403 for sale and

Nick Brash bought it. He then parked it in a loading zone outside the News Limited building in Surry Hills every working day for months, acquiring a pile of parking tickets that made the glovebox bulge because he never paid them. He also neglected to advise the motor registry of the change of ownership and I had a devil of a job persuading them that I didn't own the car any more.

Eventually, the 403 had an engine fire

(I'd like to think that it was started by smouldering parking tickets but that is unlikely) and was sent off to the wreckers. I was very sad to see it go and had to wait almost 25 years before I acquired my present 403. But that's another story.

— from Torque.



## Peugeot hits pothole in August

Peter Wilson

After the wider new Peugeot 308 range led an increase in the Lion brand's Australian sales for most of the year, things changed in August.

Official figures show new Peugeot registrations fell back to 305 units, the same as in August 2014.

Some decline had been expected because the supply of runout 208s was almost run out and just another 34 208s gained new owners.

However, the fall in august numbers was spread across the range.

Registrations of new 308s fell from 145 units in July, when they beat the Renault Megane's 142, to 117 in August, when the Megane scored 140. While this brought the year's 308 total to 1,129, it was well below the monthly average.

The hero model 4008, which helped shore up results last year with average sales of over 100 a month, slipped down to 51 registrations, which is also below the monthly average.

Despite the boom in demand for SUVs – sales in the small SUV segment grew 50 per cent in August and all SUVs now have a third of the market at the expense of passenger vehicles, according to the Federation of Car Industries – numbers also fell for

the 2008 and 3008.

The only Peugeots to avoid the potholes were the 508, either by discounting of the older range or sales of the newly re-engined models, and the RCZ.

A slow month is not necessarily a trend. Peugeot's year-to-date tally of 3,043 units is ahead of 2,891 for the same period in 2014, and its position should improve when the perkier face-lifted 208 arrives.

Automobiles Peugeot Australia is very aware the brand is under-represented in the vigorous Sydney market after losing its upper North Shore, southern and eastern suburbs dealerships in past years.

Although the dollar value is down, the national vehicle market was up 2.9 per cent in August to 90,705 units, with most of the growth in New South Wales, the state with the most vigorous economy in these times of consumer restraint.

Toyota led sales with reduced market share of 16 per cent and its Corolla remained the most popular model (3,050 units), Hyundai sneaked up to second with 10 per cent of the market and its i30 at No. 4 model (2,098), and Mazda came third with 10 per cent and Mazda3 No 2 (2,573).

Although the three Asian brands knocked Holden off the Aussie year-to-date podium for the first time since 1948, the Commodore was third in model popularity (2,144).

## Peugeot serious about self-driving cars, too

Chris Woodyard  
October 14, 2015

In France, a Peugeot went on a little drive -- by itself, without benefit help from a driver, for 360 miles.

The freeway, er, motorway trip took place from Paris to Bordeaux, requiring the car to change speed, lanes and keep an electronic eye out for other cars, speed limits and road signs, Peugeot says. It's one of four autonomous cars operated by Peugeot, one of France's best-known automakers -- although one that no longer sells cars in the U.S.

"The journey made by our prototype today proves that autonomous vehicles are no longer of matter of science fiction," said Carlos Tavares, chairman of the managing board of PSA Peugeot Citroën, in a statement. "This ushers in a new era for mobility, which I find truly exciting."

USA Today

## Peugeot takes gold in mpg marathon

Real-world fuel economy run sees the 208 come out on top

The diligent people at ALD Automotive Fleet World have put several cars through an extensive 385-mile (620km) driving test to see which model on sale today actually returns the best fuel economy in the real world.

Taking place over two days, the cars must all drive in normal conditions with no hyper-miling allowed. All vehicles carry two people and must reach a number of set checkpoints at pre-determined times. The route took place in Oxfordshire and included all of the usual conditions experienced in everyday driving such as hills and traffic.

And the winner is...Peugeot! Its five-door 208 hatchback powered by the company's 1.6-litre BlueHDi 75hp diesel engine managed to return 80.7mpg. The car used was in standard production guise and had just a few miles on the clock.

Following confirmation of the win, Brand Director at Peugeot UK, Neil Miscop, said: "This is a fantastic result which clearly highlights just how efficient the latest Peugeot range of new cars can be in real-world traffic conditions. Customers seeking reassurances that they are buying a new

car with leading environmental credentials need look no further than Peugeot for the most fuel efficient vehicles on the market."

[carenthusiast.com](http://carenthusiast.com)

## Michelin looks to tyre personalisation

Simon Warburton  
16 September

Michelin says it is shifting its product landscape away from a blanket approach to one of increasing customisation. Speaking at the Frankfurt show, Michelin president, passenger car and light truck tyres worldwide, Thierry Chiche insisted the trend was rapidly gaining currency.

"We are presenting here five innovations and new products, Chiche told just-auto on the show sidelines. "For us, it really shows in the tyre world, the

trend is accelerating. We are moving from the past, from one tyre for all to something that is more a tyre for each driver."

To understand that personal need, Michelin has been running 3,000 connected cars aiming to capture "billions" of electronic data such as braking, steering and acceleration.

Such information is allowing the French manufacturer to present its acoustic tyre, for example, at Frankfurt, aiming to address what happens as cars become lighter and quieter.

JustAuto







## Peugeot revamps 208 range

Value-oriented 208 range to drag new blood to Peugeot, but premium is still king

21 October 2015

By Tim Robson

Despite leading out with the lowest priced car in the company's local history, the \$15,990 plus on-road costs Access, Peugeot Australia is not chasing the bottom end of the market with the facelifted 208.

The company has also finally added a six-speed automatic transmission to the line-up, as well as re-aligning the 208 spec range to mimic its 308 sibling.

Peugeot Australia general manager John Startari told GoAuto that the brand will remain a premium offering as it moves into a new chapter, both locally and overseas.

"(The brand) is considered premium, and that's where it wants to stay," he said. "The 208, as an entry into the brand, is an exception, and hence the starting price. But you won't see that replicated through the model range.

"Australian positioning is in line with the brand's global positioning of the future."

The pricing brings Peugeot into the same space as the Kia Rio and Suzuki Swift, along with entry versions of the Ford Fiesta (\$15,825), Holden Barina (\$15,390)

and Skoda Fabia (\$15,990).

Peugeot will add the entry level Access and GT-Line to the Active, Allure and GTi, while eliminating the Allure Premium. The Access manual will start at \$15,990 plus on-road costs in five-speed manual, 60kW 1.2-litre, three-cylinder form, rising to \$18,990 in 81kW 1.2-litre, six-speed automatic guise.

The manual is rated at 4.3 litres per 100 kilometres, and the automatic combo – which is used throughout the rest of the line with the exception of the GTi – is rated at 4.5L/100km. Only the base Access and the top GTi are available with manual gearboxes.

A lack of visibility in the market's biggest price sector has prompted the decision to feature the Access, according to Mr Startari.

"When you analyse the market itself in terms of price band, ignoring fleet and other distortions, we were missing out because we weren't playing in that (sub-\$20,000) price point," he said.

"People would come in, see the 208 as exceptional value and recognise the value as you walk up the grade walk. When you exclude yourself from that (entry level) market you exclude yourself from that top end."

The Access combines bare bones motor-ing with key spec fitments, with manual exterior mirror adjusters, rear winding windows, steel wheels and a single colour choice (Hurricane Grey).

Central locking replaces a key fob-operated locking system, and all other systems including climate, lights and wipers are manually operated.

It is fitted with six airbags, a tyre pressure warning system, cruise control, six-speaker audio, USB port, Bluetooth connectivity and steering wheel controls, as well as air-conditioning, an air-conditioned glovebox and a digital speedometer.

Mr Startari indicated that the Access would also be offered with driveaway pricing; \$16,990 for the manual and \$19,990 for the automatic "(The driveaway deal) doesn't have an expiry date," he said.

He also indicated that he doesn't expect Access to take any more than a five per cent share of the 208 sales pie.

"I think Active and Allure will be the top sellers. 208 has always been strong with Active," he said.

The Series II Active at \$21,990 plus on-roads is only available with the 81kW three-potter/six-speed auto combo, and adds a 7.0-inch colour touchscreen, 16-inch alloys, leather steering wheel, electric mirrors and rear parking sonar.

Stepping up to the \$25,990 (plus ORCs) Allure scores you dual-zone climate-control, satellite navigation, auto lights and wipers, folding centre armrest with storage bin and additional external and internal trim pieces.

The all-new GT-Line uses the same engine and transmission combination, but adds more sports-oriented trim items, unique 17-inch alloys, sports front seats, sunroof and privacy glass. It costs \$27,990 plus ORCs.

The three-door GTi remains at the top of the tree, and now uses the 1.6-litre four-



cylinder turbocharged Euro 6 engine from the 30th Anniversary Edition that makes 153kW and 300Nm. It can still only be had with a six-speed manual gearbox, and costs \$30,990 plus ORCs.

A rearview camera is available only as a \$300 option on Active and above, but it can be bundled with automatic emergency braking for \$500 all up.

Other options include sat-nav for \$1250 (Active and above), a sunroof for \$1000 (Allure and GT-Line, leather/heated seats on Allure for \$2000, 17-inch rims on Allure for \$1000 and premium paint (a unique textured finish in semi matte grey or white) for \$1050, or metallic paint at \$990.

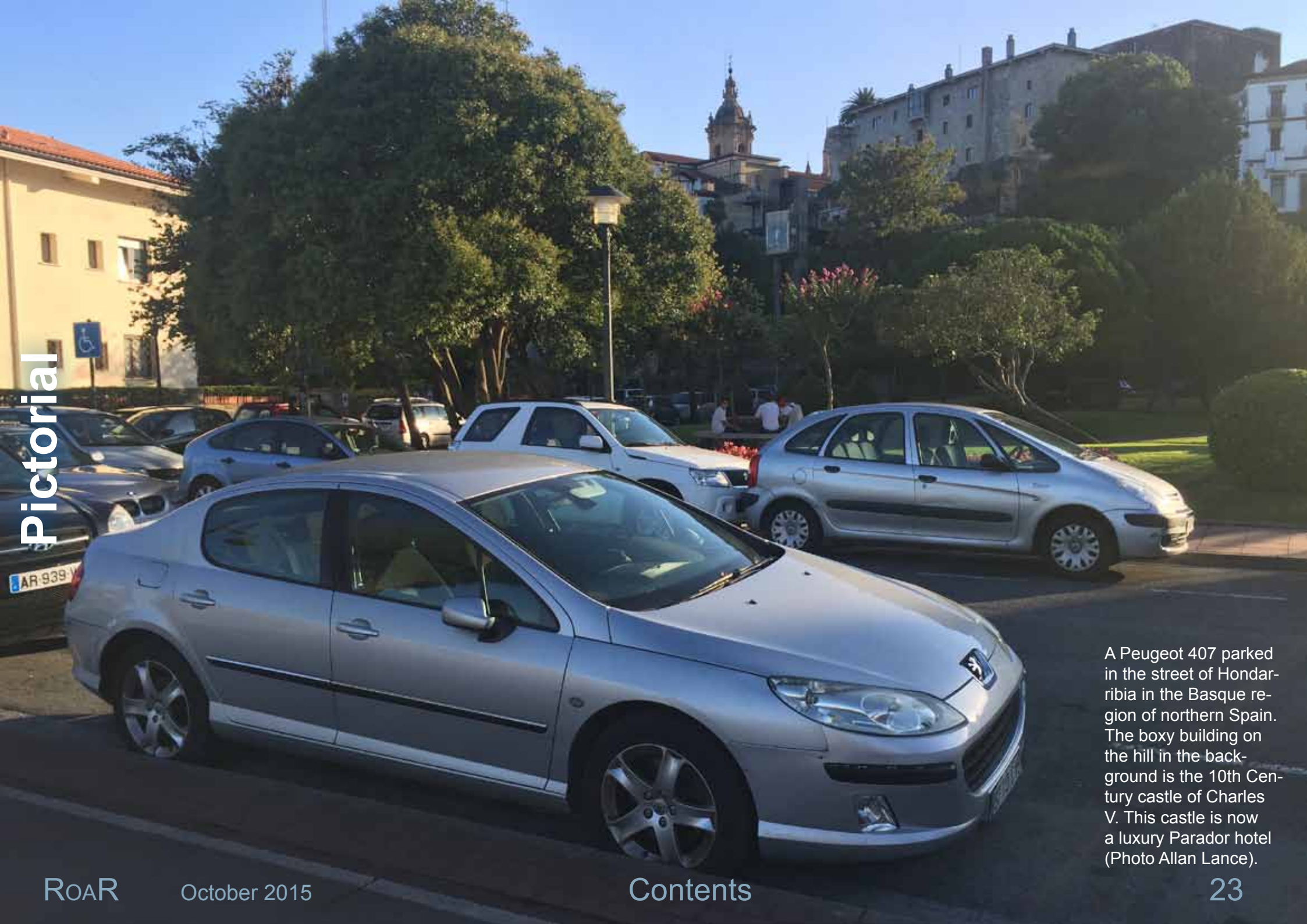
#### 2015 Peugeot 208 pricing\*

Access	\$15,990
Access (a)	\$18,990
Active (a)	\$21,990
Allure (a)	\$25,990
GT-Line	\$27,990
GTi	\$30,990

\*Excludes on-road costs







A Peugeot 407 parked in the street of Hondarribia in the Basque region of northern Spain. The boxy building on the hill in the background is the 10th Century castle of Charles V. This castle is now a luxury Parador hotel (Photo Allan Lance).





A Peugeot Partner van on the streets of Ronda in Andalucia, Spain. The van is advertising *La Casa del Jamón* (the House of Ham). For those who have had the pleasure of travelling through Spain, you will know how important ham is in the Spanish diet.





The enduring appeal of the 403: famed Australian designer Collette Dinnigan used a 403 wagon to advertise her clothes in a special promotion with retailer, Aldi, earlier this month for the company's Australian stores. Great choice, Collette. And a great success, it seems from the press.