

ROAR

Magazine of the Peugeot Association of Canberra



Season's Greetings
from PAC

November 2016

Interactive contents page: Click and go

| | | | |
|----|---|----|--|
| 02 | President's Report | 21 | Road test <ul style="list-style-type: none"> • Peugeot 205 Rallye review: retro road test |
| 03 | Pictorial <ul style="list-style-type: none"> • French Car Day 2016 | 24 | News <ul style="list-style-type: none"> • PSA sales fall as Europe wobble follows China weakness |
| 07 | 2017 Committee <ul style="list-style-type: none"> • Who's who in PAC | 25 | News <ul style="list-style-type: none"> • The end is nigh for Peugeot 405, Pride |
| 08 | Calendar <ul style="list-style-type: none"> • Club Events 2016 - 2017 | 26 | Technical <ul style="list-style-type: none"> • Aged tyres - beware your spare |
| 09 | Calendar <ul style="list-style-type: none"> • Cooma Motorsports in November 2016 | 27 | History <ul style="list-style-type: none"> • The secret history of: the Peugeot peppermill |
| 10 | Calendar <ul style="list-style-type: none"> • Peugeot Pageant Merimbula 2017 | 28 | History <ul style="list-style-type: none"> • Motorsport clippings |
| 12 | Classifieds <ul style="list-style-type: none"> • For Sale/ Parts/ Wanted/ Wrecking | 29 | News <ul style="list-style-type: none"> • Old cars invade Paris |
| 13 | Legends <ul style="list-style-type: none"> • Ken Brigden: Obituary of a worm-drive warrior who raced a 403 | 30 | News <ul style="list-style-type: none"> • What does the Paris ban on old cars actually mean |
| 16 | Motorsports <ul style="list-style-type: none"> • Southern Cross 50th Anniversary re-run | 31 | Minutes <ul style="list-style-type: none"> • Peugeot Association of Canberra. Minutes of Annual General Meeting 25 October 2016 |
| 18 | History <ul style="list-style-type: none"> • The Barr-Smith incident! | 32 | 2016 AGM <ul style="list-style-type: none"> • Elected Office Bearers |
| 19 | Travel <ul style="list-style-type: none"> • East to West in a 403 wagon | | |



On the cover A Peugeot 306 in front of the world heritage listed Roman aqueduct in Segovia, Spain. Recent archaeological studies have established it was built between 112 and 116 AD (Allan Lance)

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>

All copyrights to original articles herein are reserved except for other Peugeot Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the PAC as a whole.



Greetings all,

At the club's Annual General Meeting, on Tuesday 25 October, a "new" club committee was duly elected. In time-honoured PAC tradition, there was exactly one nomination for each position, thus circumventing the need for any unseemly competition between candidates of the kind recently witnessed in the US election. It also made for a very efficient meeting, with no long-winded election speeches and no vote-counting required!

Needless to say, there are many familiar faces on the incoming PAC committee, but it is good to see a few new faces as well. After 17 years in the driving seat, I would have been happy to hand the presidential reigns to another contender, but I am equally happy to lead the club for another year.

As planned, French Car Day was held on Saturday 5 November at the Telopea Park School

Fête. The weather was bright and sunny and the fête offered plenty of attractions, including a diverse array of food and beverages.

The trophy for best Peugeot was won for the second year running, by Tony Watson and his immaculately restored 203 wagon, while the best overall car was a beautifully presented Renault 10. The Peugeot line-up included three 203s – Tony's wagon, my sedan and Colin Handley's panel van, making 203 the most numerous model on the day.

I almost did not make it to French Car Day. As mentioned in last month's magazine, my 203 has been sold, but the new owner has yet to take delivery. To keep the car ticking over, I decided that French Car Day could be its final outing before handing it over to the new owner. En-route, the car suffered a sudden loss of power and the engine cut out. Fortunately, I was able to steer the car safely to the side of the road before it lost momentum.

The symptoms seemed to suggest a fuel blockage, but with no tools on board I elected to call the NRMA. Although the 203 is not my nominated car with NRMA roadside assistance, they nevertheless despatched a service vehicle to my rescue. An hour or so later, the NRMA man arrived and we set to work locating the problem. It turned out to be a blocked fuel filter – an old looking in-line filter on the fuel tank side of the fuel pump. A few quick blasts of compressed air did the trick and I was on my way again, promising to replace the filter at the first opportunity. Afterwards I was grateful that the problem happened to me and not the new owner!

As I write this column, the Southern Cross Gold Rally is in progress, celebrating 50 years since the running of the first Southern Cross Rally in 1966. The Southern Cross Rally, which ran from 1966 to 1980, was Australia's first truly international rally, attracting factory teams and top drivers from around the world.

At the time of writing, legendary Australian Rally driver, Ross Dunkerton, is in the lead with only a couple of days to go – Dunkerton won the last Southern Cross Rally in 1980. Also competing are

several classic Pugs, with the best placed (8th outright) being a 505 driven by David Hodge and Tom Seymour. Local rally legends, Geoff Boyd and Alan Cummine are running in Leg 2 from Sydney to Coffs Harbour, in Alan's 504Ti.

On Saturday 12 November the Light Car Club of Canberra ran a Khanacross at Gundaroo, in conjunction with the rally. Local member, Jim Taylor, competed in the Khanacross, but told me that he was "slow" in his 504 compared with smaller cars, like a Mazda 121 driven by John Thorne's son, Steve, who did very well.

I'm hoping to hear all the Khanacross news from Jim Taylor at the next club meeting, on Tuesday 22 November at the Raiders Weston Club. Dinner and drinks will be from 7 pm and the meeting will begin at 8 pm, as usual.

This will be the last club meeting for the year, but our final event will be the annual Christmas BBQ, with the Renault Club at 6 pm on Sunday 4 December. As in previous years, the BBQ will be held at the picnic area on the western side of Lake Ginninderra (Macdermott Place off Joynton Smith Drive, Belconnen). BYO food and drinks, but the club will also provide a complementary glass (or two) of Christmas cheer.

Have a safe and happy Christmas-New Year break and keep on Pugging.

Brad Pillans

FRENCH CAR DAY 2016

Pictorial









2017 COMMITTEE

President and Club Registrar

Brad Pillans
30 Aspen Rise
Jerrabomberra, NSW, 2619
0427 662 112
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@amorphous.com.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

Steve Lucas

General Committee

Neil Birch
Greg Francis
Mitch Jamieson-Curran
Maia Parker-Sloan

Public Officer

Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens

CLUB EVENTS 2016 - 2017

- 22 November 2016** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.
- 4 December 2016** Christmas BBQ, with the Renault Club, 6 pm. The BBQ will be held at the picnic area on the western side of Lake Ginninderra (Macdermott Place off Joynton Smith Drive, Belconnen). BYO food and drinks, but the club will also provide a complementary glass (or two) of Christmas cheer.
- 28 February 2017** Club BBQ, Lennox Gardens (provisional - to be confirmed).
- 28 March 2017** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.
- 21-24 April 2017** Peugeot Pageant Merimbula. See details on Pages 7 and 8.

COOMA MOTORSPORTS IN NOVEMBER 2016

MOUNT GLADSTONE HILL CLIMB

Date: Saturday-Sunday 26-27 November 2016 (same weekend as Snowy Mountains 1000 on 26 November)

Location: Mount Gladstone Road, 4 km west of Cooma, NSW

Day 1, Saturday 26 November will have three components:

Morning • untimed runs with instructor for Junior (Under 18) drivers • 'Come and try' timed runs for competitors 16+ who have not previously had any motorsport experience and would like to have a go in controlled conditions with an instructor if required. At reduced cost of \$25 plus the cost of a single event CAMS Level 2S licence (\$62) which can be obtained on the day as required.
Afternoon • Timed runs for Classic cars (30 years and older).

Day 2 will be a regular hill climb with anticipated entries from participants from Saturday's Snowy Mountains 1000. The event will be open to vehicles ranging from road registerable Type 1-2 2WD production vehicles up to Type 3 AWD vehicles, also Type 4 production based 2WD vehicles (sports sedans). On the day, there will be a minimum of 4 x 1 km runs for each competitor. The hill climb will be conducted under CAMS rules and regulations, and competitors must hold a CAMS Level 2 Speed Event Licence.

Entries for the Sunday hill climb will open in October, parties interested in either Saturday and/or Sunday can send an email to hillclimb@coomacarclub.com.au and you will be put on the mailing list.

PEUGEOT PAGEANT MERIMBULA 2017

Just a timely reminder that if you haven't yet registered for next year's Pageant and are thinking of coming along, you really need to start planning for it.

As previously advised, The Black Dolphin will be the base for the Pageant. They have agreed to hold rooms for us, providing that interested participant's book and pay for one night's accommodation before the end of October, which I think is very fair. Members who book after October 31 may still be able to get accommodation at the Black Dolphin, but may also need to make other arrangements if it is fully booked.

We have a good number of registrations already but there is always room for more. The Black Dolphin will be the venue for dinner on the Friday night, as well as a full buffet breakfast for Saturday, Sunday and Monday. The Pageant is an ideal event to catch up with fellow Pug Nuts that you don't get to see very often, socialise, tyre kick and whatever else takes your fancy in a beautiful, scenic location.

We have designed a program which should please everyone. It provides social activities and interaction with two Sapphire Coast Car Clubs who are most enthusiastic about contributing to the weekend. There will also be a motorkhana and driving skills tests, for which we have secured an appropriate property close to Merimbula. There will be retail therapy for those not interested in motor sport, as well as some fine food on the plate at night.

If you are interested in attending, I would encourage you to let me know ASAP.

Please email Val Gibson at vsgmjk@bigpond.com to confirm your interest, or if you have any questions.



PEUGEOT PAGEANT MERIMBULA 2017

Accommodation

The main Pageant motel will be the Black Dolphin, 2 Arthur Kaine Drive, Merimbula, which will be the venue for all breakfasts. Rooms range from a Standard for \$85, Deluxe for \$100 and Deluxe with a kitchenette for \$115. The contact number is (02) 6495 1500 and speak to Hannah or Werner. The Black Dolphin has 45 rooms and the restaurant can accommodate around 80 people.

The Black Dolphin requires a deposit of one(1) night's accommodation from those attending the event by the end of October.

Other options are the Pelican Motor Inn – (02) 6495 1933 or The Sands - (02) 6495 2107.

Peugeot Pageant Merimbula (Friday April 21 to Monday April 24)

Expression of Interest (please complete and send this form)

Name(s).....

Postal Address:.....

Email Address:.....

Phone: Home:.....Mobile:.....

I will be representing the.....Car Club at the Pageant

I/we are interested in participating in the: Motorkhana/Driving Skills Tests/Neither

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at () Black Dolphin () The Pelican Motor Inn () Other (please nominate). .

On completion either: Email the completed form to vsgmjk@bigpond.com Or mail to: Val Gibson or Murray Knight, 13 Sunset Drive, Kilsyth South VIC 3137



CLASSIFIEDS

For Sale

504 Peugeot 1972

504 Peugeot 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. See photo in May 2016 Roar. Contact Andrew on 0409 737 248

Parts

206 GTI engine

206 GTI engine. Complete with gearbox, A/C compressor, starter motor, does not have inlet manifold or alternator. The engine has done 111,000 km and was purchased for a project that didn't get off the ground. Call Peter on 0416353626 or email pngill@me.com. Free to good home.

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

Wrecking

405 Peugeot STI

405 Peugeot STI 1995 - White – Automatic – Black Leather interior Car has been written off by the insurer – involved in a rear end collision – repairs to bumper and chassis quoted at \$5,500 (Car is valued at \$3,400). Back light bulbs are still in working order (despite right light cover being smashed); and car is still in operation. Please contact me if you would like to purchase the car for parts, or if you are enthusiastic about doing up a damaged 405 STI. \$650 ONO. Stephanie O'Halloran, 0450 478 374. Weston Creek

203A

203A, parts or restore - located in Albury NSW, Ross Anderson, rossjay@iinet.net.au
0407 473 539.

404

404 available at Burra, suitable for spares. Make an offer. Contact Ron Scattergood, 0458 045 589.

Ken Brigden: Obituary of a worm-drive warrior who raced a 403

Peter Wilson PCCNSW

Ken Brigden was after some good 403 crankshafts when he last got in touch with our club in 2003. He needed them for his racing sedan because his highly modified engine often snapped them and he was finding replacements hard to source.

That was why, he told a club meeting, his racing 403 had a crinkly bonnet. "That's the flywheel exploding," he said. "At 7,000 rpm it tends to do monumental damage. To avoid that, I try to run at up to just 6,500 revs." But he let it run at seven grand in the straight at Bathurst. He didn't have a speedo but estimated that he clocked 120 mph (193km/h).

Ken, a soft-spoken, highly competitive wormdrive warrior of the fix-it-yourself racing days of the 1950s and 1960s, when Peugeots were raced widely in Australia, died on September 27 after many years of failing health.

He raced 403s in at least two Armstrong 500s at Phillip Island, in the first Armstrong 500 at Bathurst and later in the recreation of Appendix J events.

Ken competed in an MGTD for a few



years, but became interested in Peugeots through Bob Holden, who had realised their advanced modification potential and great handling was ahead of so many other makes.

He bought and hotted up his first 203 in 1956 to compete in trials and with his brother John became a member of the original NSW Peugeot Car Club.

He did his mechanic apprenticeship at the Cecil R Pierce workshop at Gordon and was a workshop foreman when it became a Peugeot agency.

He increased the bore of his 203 to 1,500cc with Repco sleeves and pistons, improved the camshaft, adjusted the crankshaft balance weights and fitted twin Solex carbies.

In January 1958 Ken started touring car racing in the 203 and competed at Gnoo Blas, Bathurst, Catalina Park and Warwick Farm.

With his friend Alan Harrison, Ken drove a black early-model 403 in the 1958 Ampol Trial. "On the first night we tore off the Panhard rod bracket. We got into a workshop and welded it up," he said.

Like many people with early 403s in competition, they were chopping out Panhard rod bushes, "but we finished", despite the car having a failed rear shock absorber and cracks around the wheel arches and the boot. "Alan's father was crying when we brought it back. I was passing another car on a dirt road and we got a bit close to the edge. The car





slid into the side of the bank and crushed the front mudguard near the door hinge." That was Ken's only big trial experience.

In October 1959, Ken's bored-out 403 was first in class in the NSW Road Racing Championship for sedan cars, with Norm Saville and K. Watts well behind him.

In the first ATCC in 1960 the car's lack of competitiveness in its obligatory Appendix J 1,290cc form was a shock. He replaced it with "a sad old 403 from work" that he worked over.

He began using 403 blocks with rebored Standard Vanguard sleeves, which took it out to 1,700cc and used four SU carbs.

In 1960, he co-drove a 403 with Bob Holden in the first Armstrong 500, at Phillip Island. Continental & General, the Melbourne assembler of Peugeots, entered three 403s in the race. Before the race they

checked with Continental & General to see if they would help. Bob asked a manager, "Can you lend us a car?" And the manager said, "Yeah, yeah" and pointed to one of the people and they borrowed a 403.

The fence at Phillip Island was down so they got in for some unofficial practice. They took the car back to Continental & General and Bob said: "Oh, we wore a bit off the front tyre." Because of all the left-hand corners the front right-hand tyre was pretty bald.

They finished the first 500 fourth in Class C. It was a do-it-yourself era. "We prepared our own cars, got them to the meetings ourselves and often slept in the cars the night before the race," Ken told a 1986 club meeting.

To get to a round at the Lowood circuit near Brisbane, he and John would leave after work on a Friday night, drive well into the night, have a sleep, then carry on. He took Mondays off to get home.

Ken recalled the 1961 Armstrong 400: "Bob approached me and said, 'How about having Albert Bridge? Three drivers, two pit stops.' I said, 'Fine'. "Albert did the first stint and I was to do the second and Bob the run to the finish. When Albert came in at the first change, Bob had a screwdriver in his pocket to open the very tight fuel flap. Unnoticed, the fuel flap seal was dislodged.

Two friends of Bob did the refuelling with four-gallon cans. "Albert said, 'Oh the brakes are a bit low, but OK'. I took off and when I reached



the first corner I could hardly stop the car. Then I was black flagged because fuel was spilling from the fuel flap! That was checked and the seal refitted.

"Bob said, 'How are the brakes?' I said, 'On the floor!' Bob threw a trolley jack under the car, slid in on the gravel and adjusted the brakes. So I took off. Later I had to come in for more fuel. Bob took over to the finish. "Late in the day the car handled strangely. A bolt had fallen out of one of the radius rods from the diff housing to the torque tube. It had an eccentric nut with a lock tab. Anyhow, there was another 403 parked behind the pits, so we got the bolt from that, but we lost a bit of time putting that in."

Geoff Russell and David Anderson (403) won Class C, with the Bill Coe-Ron Lilley 403 second and the Holden-Brigden-Bridge 403 fourth.



In the early 1960s Ken joined several other Peugeot club competitors in the new Continental Car Club. Once, on the way home from Warwick Farm he thought he had a clutch problem. It was a broken crank. He fitted another overnight. Off the line in his race the engine blew the flywheel. A piece went through a quarter window on to Paul Bolton's lap and another loosened Charlie Smith's oil line and caused a lot of damage. It took a lot of work to get to Longford where he earned a fourth.

He recalled using second gear around the pub corner at 7,500 or 8,000. He would reach 100 mph in third, but only used overdrive for the last half of the Warwick Farm straight. Snapping crankshafts were a continuous problem and usually caused damage to valves and other components. Car 49 did well until the Mini-Cooper S arrived

and could outscout everything. At that stage he gave up racing for several years.

When Cecil Pierce sold up and moved to Thornleigh with Ken as his chief mechanic. After that Ken worked with Trivett's Land Rover garage at Parramatta until ill health forced his retirement. In 1981.

John surprised Ken by bringing a "very sad" race car from the country for him. Ken made a serious restoration and fitted the rebuilt engine with 45mm Webers. He began using turned down 404 sleeves to gain extra capacity and hollowed the piston tops to get adequate valve clearance with the shaved cylinder head. He began racing Car 49 in 1985.

He ran it in his first Classic Cup race during the 1988 Formula 1 Grand Prix weekend. He enjoyed the cup events even with the disadvantage of the 403's weight and the problem of cooking the brake fluid.

John said, "After all, Ken's racing for fun." Ken took the 403 around other circuits, too. "I used to run it a bit at Eastern Creek," he said.

In 2001, he displayed his 403 at All French Car Day – it had plenty of admirers, but John won the best French car trophy with his Gordini. In 2011 and 2012 he was invited to display the 403 at the Muscle Car Masters at Eastern Creek and was able to drive the 403 in the Heritage Hot Laps at about 80 per cent speed. "It went OK," said Ken, modestly.

When David Childs joined Ken's wake, which attracted many former colleagues from

the Cecil Pierce days, John told him that Car 49 had been sold to a Maitland collector.

Compiled by Peter Wilson PCCNSW. • Part of this is drawn from Paul Watson's article on Ken included in the Worm Drive Warriors series under the Worm Register section of the Victorian club website.



Southern Cross 50th Anniversary re-run

Flash

I did a road closure in Kowen Forest for the Southern Cross 50th Anniversary Re-Run over much of the original route from Melbourne to Coffs Harbour organised by the Historic Rally Association (read Graham Wallace and Phil Torode).

The pictures are of a Renault Clio, a D series Citroën, a 404 and a V6 (I think) 504. The rest were Datsuns, Corollas, Volvos, and VW, an Alfa and a Commodore.

Alan Cummine and Geoff Boyd joined the Rally Re-Run to run from Canberra to the finish in Coffs Harbour (with the WRC).

I know that Jim and Scott Taylor were



in the forest too and I think Colin Handley might have been out there somewhere.

Bloody dusty and I had to wash the 407 when I got home.

Alan had named their Rally Team - the A.F.R.I.C.A.N. 504 Rally Team(*).

This is the Rally schedule:

Event Schedule

A Touring Road Event to celebrate the 50th anniversary of the 1966 Southern Cross Rally
8 -19 November 2016

Mon Nov 7. Scrutiny, documentation and welcome BBQ at Lake Hume Resort.

Tue Nov 8: Event starts with

breakfast at the Bethanga Pub where the Ceremonial Start will take place. Tour of one of the Bethanga 1966 loops, closed road stage at Jarvis Creek Plateau, lunch and khanacross at Carboor, tour 1966 route plus closed road stage and khanacross at Whitlands, to overnight at Mansfield.

Wed Nov 9: Tour original route to Pakenham, khanacross and lunch, hill climb at Bryant Park (Haunted Hills), dinner at Sale, Night Trial. Overnight Sale.

Thu Nov 10: Maffra Car Museum, closed road stage at Boisdale, closed road stage at Briagolong, lunch Bruthen, touring via Barry Way (1966 Southern Cross Route) to Jindabyne. Overnight Jindabyne.

Fri Nov 11: Breakfast at Cooma Car Club rooms, closed road stage near Adaminaby, visit Snowy Mountains Scheme Museum, touring to Canberra via 1966 Southern Cross route, two closed road stages in Kowen forest. Overnight Canberra.

Sat Nov 12: Tour original route to Khanacross at Gundaroo, lunch and two closed road stages at Marulan, dinner at Penrith Panthers World of Entertainment Club. Overnight Sydney. Competitors doing the Sydney to Coffs Harbour leg join event for documentation and dinner.





Sun Nov 13: Closed road stage at Eastern Creek Dragway, closed road stage at Awaba, hill climb, khanacross and lunch at Ringwood hill climb. Tour 1976 stage, Overnight Taree.

Mon Nov 14: Tour 1976 route to closed road stage and autocross at Nabiac track, tour a 1976 stage, closed road stage at Burrawan, Visit site of Tom Barr-Smith incident in 1971. Overnight Port Macquarie.

Tue Nov 15: Two closed road stages in Lorne forest, khanacross at Rollands Plains,

the Taylors Arm pub (Slim Dusty's Pub with No Beer). Touring to Gordonville Ford near Bellingen. Overnight Sawtell.

Thu Nov 17: Closed road stage Raleigh Raceway, Rally Australia Rally Car show (15 SCGAR cars). Overnight Sawtell.

Fri Nov 18: Closed road stage at Lower Bucca 50%

tour a 1976 stage, lunch at Telegraph Point pub, Cooperabung hill climb. Dinner Kempsey, Night Trial Tamban forest. Overnight Kempsey.

Wed Nov 16: Two closed road stages in Tamban forest, khana-cross at Eungai, lunch at

of our cars participate in Rally Australia Super Special night stage in Coffs Harbour. Overnight Sawtell.

Sat Nov 19: Spectate the WRC in Bowraville area in morning then the other 50% of our cars participate in Super Special stage in Coffs. Presentation Dinner at Sawtell Golf Club. End of event.

FLASH

* A. nother
F. ***ing
R. ally
I.
C. an't
A. fford



The Barr-Smith incident!

Bob Watson

One of the most talked about incidents from the original Southern Cross rallies was the Tom Barr-Smith adventure.

In the 1971 event, South Australian state champion Tom Barr-Smith was driving a Renault R16TS in the Southern Cross. Our Renault R12 Gordini had broken down early in the event and we hitched a ride with journalist Chris DeFraga to visit a few spectator points.

We went to a control located on the Pacific Highway not far south of Port Macquarie. There was a long unbroken line of cars parked along the highway opposite the road the control was on. As we were walking back up the highway to the control, which was about 300 metres in from the highway on a hill, a set of headlamps approached along the rally route.

As we watched, the rally car came over the brow of the hill but instead of stopping at the control point it continued at what appeared to be increasing speed. To our amazement it shot straight through the control area and was heading at suicidal speed towards the highway. From what we had seen when we arrived there were no spaces between the cars parked along the roadside, so a sickening impact seemed inevitable. Fortunately there was no truck traffic on the highway at the time.



At the crucial moment, the service crew for Bob Holden pulled out on to the highway from the very spot the out of control rally car was heading for, directly opposite the rally road. The car, Barr-Smith's Renault, careered through the narrow gap, crashed through the wire fence by the roadside and then mounted the railway embankment, leaping high into the air. We realized as the car flashed across the highway that it was a Renault, so we broke into a gallop towards the accident.

A shaken (and probably a little stirred) Barr-Smith and co-driver Rob Hunt were still sitting in the car when we scaled the railway embankment to the far side. The Renault service crew arrived at the same time, and between us and a few hundred spectators we manhandled the Renault back over the railway line, casting nervous glances in both directions in case a train was coming.

The cause of the drama was that the brake pads had completely worn out and had slipped out of the calipers, leaving the driver totally brakeless. To add to his problems, the brake and accelerator pedals are quite close together in a R16TS, and in his efforts to stop Tom was unwittingly pressing the accelerator down.

The aftermath...

Incredibly the car survived both the impact of leaping the railway line and severe over revving of the engine. The mechanics refitted the valve push rods which had fallen out while the engine was attempting to break the 20,000 rpm barrier, and the car was on its way. Some months later Tom received an account from the property owner for damage to his wire fence. Tom's response cannot be repeated.



East to West in a 403 wagon

Barry Mouritz

Recently Tina and I bought a 403 wagon in beautiful condition from Graham McVean in Gladstone, Queensland. Graham had agreed to sell it to us when we saw him on Bob Donoghue's Tasmanian trip earlier in the year. Originally, the vehicle was restored by Brian Jubb from the NSW club.

Rather than have the car transported to WA, we decided we would fly to Gladstone and drive home – it would be good opportunity to get away for a few weeks.

We then had to decide whether we should drive south through Queensland, into NSW, SA and across the Nullarbor to WA, a trip of about 5,000km, or head north from Gladstone to Rockhampton, then west through Longreach, Mt Isa, Katherine and Kununurra and down the west coast of WA – a longer trip, but the weather would be warmer.

Being in the warmth seemed a much more inviting prospect, especially as we had planned to camp. Also it meant that we could travel with Graham as far as Halls Creek, where he was meeting up with fellow Peugeot Club members who were going to be travelling down the Canning Stock

Route.

So we flew to Gladstone in the middle of June.

We spent three days in the hospitality of Graham and Lyn. Graham had organised to have the 403's radiator flushed, plus changed the oil and greased the car. We decided it would also be a good idea to replace the worm drive oil as we had no idea how old it was and a UHF radio was fitted. Graham and Lyn kindly had some excess camping gear that we could use, together with the bits and pieces we had brought with us.

We headed off via the Capricorn Highway, an easy day's drive with our first stop at Alpha, 540km away. It was a very cold night and also a cold morning; fortunately our last for a while. We travelled to Longreach the next day, where we stopped for lunch just off the side of the road under a shady tree. Upon leaving we managed to bog the 403 in the mud.

The countryside was very wet with all the rain over the past few days. Graham pulled us out with his tow rope. In Longreach the starter motor began playing up. The car had had another solenoid fitted in-line before the starter motor



-- we worked out that it needed a good tap with a screwdriver to sort it out. We kept the screwdriver handy though, just in case.

We caught up with John Brumby and his brother-in-law Rodney Farrell in town; they were also going to be travelling the Canning Stock Route. We all drove onto Winton, where we camped in a bursting at the-seams caravan park. We had a great meal that night at the Tattersalls Pub and were treated to some brilliant entertainment by saxophonist Anne Bavin.

Mount Isa was our next overnight stop for the night; we were enjoying the weather with temperatures in the low 30s. Travelling along the Barkly Highway, the country was green with lush grass everywhere. We stayed

at the Homestead Caravan Park and had huge meals at the pub.

We turned north off the Barkly Highway next morning at Three Ways. John and Rodney went south to Alice Springs to meet up with Hank Verwoert and the rest of the group to drive the Tanami to Halls Creek. We had a 568km drive to Daly Waters. We set up camp in the dust, luckily finding a tree for shade as it was about 35 degrees. We spent the evening at the famous pub, enjoying a lovely meal and the entertainers.

It was a short day's drive with only 300km to Katherine so we arrived at the caravan park early, which was just as well as town was packed with caravans and travellers. Fortunately, we managed to get the last unpowered site and set up camp on grass under trees.

Next morning we headed west again and crossed the border into WA, passing through the Quarantine checkpoint and handing over the few bits and pieces that we hadn't managed to consume. Then onto Kununurra; luckily this time we had booked ahead; the park was full and many people were turned away. We had barramundi fillets on the camp barbecue that night.

At Halls Creek Hank was waiting in the main street and waved us down – it was coffee time! It was great to catch up with the group. Next morning we said goodbye; we were on our own for the rest of the trip and had an early start as it was about 650km to Broome. It was our longest day's run of the

journey, which also turned out to be the hottest as driving west with the low winter sun in the car windows made it feel a lot hotter.

We stopped overnight at the Roebuck Roadhouse and had a refreshing dip in the pool. We drove the 30km into Broome the next morning for a quick visit to the supermarket and took photos of the 403 on the beach at Gantheaume Point then off to Eighty Mile Beach for two nights. It is a great spot and I can highly recommend it. We had a lovely break from driving for a couple of days and enjoyed walks on the beach and watching the sun setting over the ocean.

Our next day on the highway had us travel south through Port Hedland then Karratha with us setting up the tent at the Fortescue River Roadhouse. Rain was forecast for the next day but at 11pm the rain started and soon was an absolute downpour. Fortunately the tent held up and only a small amount of water seeped in around the edges. It was a very warm night. In the morning we packed up a wet tent and had breakfast 100km down the road at Nanutarra Roadhouse, then onto Carnarvon in the pouring rain with lots of the floodways starting to cover the road.

No tenting that night, as we had friends on their yacht in the harbour; they had a bed for us. Before we could leave in the morning we discovered a flat tyre and had it repaired at a cost of only \$30 including a new tube. The rain stopped late morning

and we headed south again and caught up with friends in Kalbarri. We took the coast road through Dongara and Jurien Bay to Perth the next day; it's very picturesque drive with ocean views for miles. We spent our last night on the road at my brother's house in North Beach and in the morning had to brave Perth traffic to get out of the city to head home to Busselton.

All up we travelled 6,995km over 16 days, averaging about 100kmh with a fuel consumption of 28mpg. The wagon never missed a beat and only used 500ml of oil. 403s certainly are a great old car.

The Lion, Peugeot Car Club of Western Australia



Peugeot 205 Rallye review: retro road test

October 27 2016
Andrew Brady
Motoring Research

This is a forgotten hot hatch gem, that's for sure. But you can be forgiven for forgetting about the Peugeot 205 Rallye. Here in the UK, it was little more than a spiced-up 1.4-litre single-carb 205 XS, producing not a great deal of power and providing nowhere

near the excitement of a GTi.

But the car we're testing for this week's Retro Road Test is the real McCoy. It's a European-spec LHD version of the Rallye, boasting a kerb weight of just 794kg: a whole 100 kilos less than the GTi. And a decent amount of power, too...

What are its rivals?

If quirky hot hatches are your thing, there's no shortage of cars you should be considering.

It's a different character, but if you're considering a 205 Rallye, you should definitely look at the more commonplace GTi. There's also the newer – and again, more common – 106 Rallye, along with the hot Renault Clio Williams. The Citroën AX GT is a plucky little pocket rocket, while the much newer Suzuki



Ignis Sport follows the Rallye's ethos.

What engine does it use?

In European guise, the 205 Rallye dumps the lacklustre 1.4 in favour of a revvy twin-carb 1.3 producing 103hp – just 2hp short of the GTi when it was launched in 1984. Intended to compete in sub-1300cc rallying, the Rallye was a stripped-out homologation special.

What's it like to drive?

At first, honestly, a little disappointing. It's an old French hatchback, and it feels it. The brakes take some prodding, the steering is heavy and the interior, red mats aside, feels





relatively normal. And old. This is not a car for drivers seeking instant gratification.

But as the Rallye starts to warm up, and you start to get into the experience, it gradually becomes more rewarding. It's well suited to tight, winding B-roads (out of its element on larger roads), and it responds well to enthusiastic front-drive driving. So, on the brakes in a straight line before the bend, powering through and – whatever you do – don't lift off. Not that it's as snappy as the GTi.

The analogue steering is infinitely more communicative than the electrical systems fitted to today's hot hatches. The

performance, meanwhile, would probably be shown up by most modern turbodiesels but, once it's warmed up, it's fun to work it hard chasing the redline and staying below speed limits.

Reliability and running costs

It's an old French hot hatch so don't expect it to be painless, although it's a relatively simple car. Parts can be difficult to

source – be prepared to join Peugeot clubs (there isn't a dedicated 205 Rallye one in the UK, but there are plenty of more general ones) and fire up Google Translate in order to ship parts from abroad.

Could I drive it every day?

Cut and paste answer to almost every Retro Road Test we've done: you could, but you probably shouldn't. It's a rare car,

especially in Euro-spec, and it'll soon start to show its age if you did use one as a daily driver. Plus, the novelty of driving a left-hand-drive car without a radio and little in the way of creature comforts will soon wear thin.

How much should I pay?

Finding one in the UK is difficult, so providing a solid valuation is tricky. If you can find a cared-for original example, the limit is essentially the maximum you feel comfortable paying for an old Peugeot hatchback.

We'd probably budget around £10,000 for a nice one, or £15,000 for a minter. But bear in mind the direction in which GTI prices are going. A Rallye could be a sound investment.



What should I look out for?

Signs of abuse and crash damage are the main concerns. Look under the bonnet: does all the paintwork look original? Are there any signs of repair?

Other than that, buy with your head rather than your heart. If you've been waiting a while for one to be advertised, it's easy to dismiss minor faults – but bear in mind that even simple parts could be nigh-on impossible to find.

Should I buy one?

In truth, it makes more sense to go out and buy a GTi. They've got more of a following

– so could be a wiser investment – while support through clubs and online forums is more readily available. It's easy to find a good one, too, as long as you're prepared to pay good money.

If the right 205 Rallye comes up, however, grab it, spend as much as you can keeping it tidy and original, and enjoy driving one of the best forgotten hot hatches that never officially made it to the UK.

Pub fact

Top Gear's Chris Harris bought a 205 Rallye last year. He described it as "every bit as special as an RS Porsche", despite his slightly ropery example showing more than 300,000 miles on the clock and having been used as a tarmac rally car.



PSA sales fall as Europe wobble follows China weakness

October 26, 2016
Reuters

By Laurence Frost

French carmaker PSA reported a 5.1 percent drop in third-quarter revenue, hurt by plunging sales in China and a weaker European performance by its Peugeot and Citroën brands.

PSA shares fell as much as 5.2 percent on Wednesday after the group said revenue dropped to €11.4 billion (\$A16.4 billion) in the three months to September 30 from €12.0 billion a year earlier, with negative currency effects only partly offset by price increases.

Analysts had expected €11.52 billion in revenue, based on the median of 10 estimates in an Inquiry Financial poll.

The revenue decline came despite a near-11 percent rise in deliveries to 2.23 million vehicles, as sales resumed in Iran. Peugeot registrations were up by a quarter, but Citroën's were down 7.4 percent. DS, the group's nascent premium brand, fell 30 percent.

Cost-cutting has returned PSA to

healthy profitability since a 2014 state-backed bailout that pulled the group back from near-bankruptcy.

But a shift by Chinese consumers away from foreign mid-market brands poses an extra challenge to Chief Executive Carlos Tavares's "Push to Pass" recovery plan.

Chief Financial Officer Jean-Baptiste de Chatillon told a conference call the group remained confident of achieving targets set in the plan despite a more challenging environment.

New models such as the Citroën C3 mini will boost sales volumes and revenue, starting in the current fourth quarter, De Chatillon said, with growth becoming "clearly visible" in 2017.

China sales fell 17 percent in the third quarter and 19 percent in the first nine months of the year, even as PSA raised its 2016 growth forecast for the world's biggest auto market to 15 percent.

But European deliveries, which had risen for all three brands in the first half, fell 4.3 percent to 368,000 vehicles in the last quarter, with Citroën down 6.9 percent. The new C3's arrival will help to reverse

that slide, PSA said.

Weaker emerging-market currencies, particularly in Latin America, had a 4.7 percent negative impact on revenue, softened only partly by a 1.8 percent gain from price increases.

PSA shares fell more than 5 percent in early Paris trading before recovering to €13.01 at 0715 GMT, down 2 percent on Tuesday's close.



The end is nigh for Peugeot 405, Pride

8 November 2016
Financial Tribune, Iran

The production of SAIPA's Pride and Iran Khodro's Peugeot 405 will stop by the end of the current Iranian year (20 March 2017), said a top advisor of the Ministry of Industries, Mining and Trade.

Behrooz Riahi made the statement while visiting the pavilion of Tasnim News Agency at the 22nd Press Exhibition currently underway in Tehran.

The advisor said the Automotive Policymaking Council holds meetings every two weeks and surveys the quality and quantity of cars produced in Iran, Tasnim News Agency reported.

"Compared with the past decade, the auto industry has made notable progress but there is still a long way to go before the satisfaction of the people is met," he said.

"Most complaints filed by automobile buyers concern after-sales services, auto parts and the long period a car must stay at a repair shop before it is fixed."

He added that some of these problems have been traced back to auto part makers, but it must be noted that the car

design and limited diversity in models and options also pose many problems.

"We have not been able to properly make the auto part makers observe the standards ... Only a few of them are up to par," he said.

Pointing to cars that have set records in triggering the most number of complaints, the official said gas sensors on IKCO's Peugeot 405 and electric windows on SAIPA's Pride are the top two problems faced by the people.

Riahi explained that with regard to Peugeot 405, the gasoline sensor is unable to properly transfer fuel and complaints show that some six out of 10 cars have this problem.

He explained that four out of 10 Prides had faulty electric windows, but a plan was devised to fix this issue and now only one in 10 Prides have this problem.

In the last Iranian year (ended 19 March 2016), over 274,000 Pride models were produced, which indicates that some 27,400 suffered from faulty electric windows. Imagine the scale of harm inflicted on the occupants of these cars in desert and snowy terrains!

"Too many permits have been issued in the motorcycle industry over the past 10 years while certain manufacturers do not comply with the needed pollution standards," he said.

The official said quality

guidelines have been prepared and communicated to the engine manufacturers, adding that some production permits have been cancelled altogether.

"We predict that the production of motorbikes with carburettor engines will drop by nearly 30% by the end of the current Iranian year and their production will stop completely later," he said.

In Iran, 55 standards are mandatory for car production while several of these standards are not applied in the cars made by Iran's two leading carmakers IKCO and SAIPA.

The official said Iran is not a leading car manufacturing country and started by assembling cars, but some 90% of components in domestically-made cars are presently made in Iran.

In 2013, Iran was the 17th largest carmaker in the world, which ranking this year has dropped by two places and is currently 19th.



Aged tyres - beware your spare

8 November 2016
Financial Tribune, Iran

There is some evidence to suggest that aged tyres have an increased likelihood of failure due to exposure to the environment. Ideally tyres should be kept in a cool, dry environment out of direct sunlight and away from electric motors or other sources of ozone. If these conditions are not met a tyre may have an increased chance of failure. It is for this reason that Bridgestone recommend including full size spare tyres in the rotation schedule.

How do I tell the age of a tyre?

All tyres are produced with a serial Tyre Identification Number (or serial TIN) that shows the date of manufacture of a tyre (See Figure 1&2 below). The last three digits (for tyres made pre 2000) or four digits (for post 2000 tyres) of the serial TIN indicate the week and year that the tyre was made. For example, Figure 1 below shows a tyre made in the 37th week of 1995 and Figure 2 shows a tyre made in the 12th week of 2004. Also a tyre made in the 1990's can be distinguished from a tyre made in the 1980s due to a triangular inden-

tation after the last number which is not present on 1980s tyres.



Figure 1: Serial code for 37th week of 1995



Figure 2: Serial code for 12th week of 2004

[Pictures and information from BRIDGESTONE TYRES web site](#)

The secret history of: the Peugeot peppermill

By Kate Watson-Smyth
31 December 2010

It looks like a classic wooden peppermill. You've probably used one without realising. But it is, in fact, a Peugeot peppermill. Yes, it turns out that the French company has been making pepper, salt and coffee mills for longer than it has been making cars.

It is regarded by many as the best peppermill in the world. It comes with a lifetime guarantee and the parts are reckoned to be impossible to wear out. The key is in the helix-shaped teeth which grip the peppercorns while they are ground. Each one is cracked in half before the grinding starts, using the same technology that is used to produce ball bearings. The knob on the top allows you to adjust the size of the pepper that you wish to grind, from crushed corns for steak to finely ground ones for delicate sauces.

The story begins in 1810, when the Peugeot brothers converted the family flour mill to steel. They began making tools, watch and clock mechanisms as well as crinolines and corset stays, sewing machines and irons.

In 1840, they made their first coffee

mill. This remained in production until 1975, becoming electric along the way. The peppermill followed and its milling system was patented, all under the emblem of the lion.

The company stayed in the kitchen and made washing machines, radios and, during the 1960s, the first food processor – the Peugimix (see ad at right).

And so the status quo would have remained had it not been for the advent of the motor car. Armand Peugeot was a fan. His cousin Eugène was not. So the company was divided into two. Under the terms of the separation, Eugène's company, Les Fils de Peugeot Frères, was banned from making cars and Armand's half, La Société des Automobiles Peugeot, was forbidden from making tools, two-wheeled vehicles, tricycles and quadricycles with a saddle.

Eugène's sons launched their own car brand, Lion Peugeot, in 1905, and began making models. Five years later, the companies merged once more. But many people still don't realise the connection between the two products. Kathy Davies, of www.salamandercookshop.com, says: "People seem to know how to pronounce the name of the car but when they see the peppermill, they ask for a 'Pewjo' and don't make the connection."

"It's the most fantastic peppermill, though. Each part of it is so well engineered that once you've used one of those, you can't go back to another."

The Independent

LE MUSÉE DE L'AVENTURE PEUGEOT
vous présente



Peugeot
et les arts ménagers



Pikes Peak Peugeot 405 T16 TRACK TEST

Instead of Britain's pastoral uphill sprints, the Americans can indulge hill-climbs of Continental grandeur. So it is fitting that Europeans such as Peugeot and Audi have become fascinated with the commercial prestige which accrues from winning the USA's annual 12.4-mile Pikes Peak contest.

Last year Audi and Walter Rohrl marshalled the forces of a 598 bhp 2.1-litre quattro Sport S1 development to set a new record. This year Audi was absent, but Peugeot put its engineering might and the loose-surface driving skills of Ari Vatanen and Juha Kankkunen to effective work. The two Finns finished first and second; they also set a new record, just under 70 mph average, over sandy and stony trails, despite nature's stormiest tantrums.

The 405 Coupé outline of this competition Peugeot is not yet available to the public, but much of the transverse mid-engine and all-wheel-drive componentry beneath was made familiar in the double World Rally Championship 205 T16s of 1985-86.

The aluminium four-cylinder has the usual dohc and 16-valve layout of contemporary performance units, yet its 520 bhp at 7000 rpm and 470 lb ft of torque at 4500 revs are far from routine. The power-unit was developed from the 1775cc unit of the rallying 205s, displacing 1905cc via an elongated stroke; it now measures 83mm x 88mm. A static 7:1 compression ratio is used in association with a Garrett AiResearch turbocharger to boost pressures to maximum of 3-bar.

This compares with the 1987 power-unit, which originally developed 400 bhp on 2.2-bar boost, plus 362 lb ft of torque, all for flexible power to a geared 137 mph upon the Paris-Dakar-style events which Peugeot now contests.

I would estimate the car I drove had similar power statistics to that 1987 development 405, because it was limited to 2-bar boost, to avoid triggering the water-injection system which operated at pressures above 2.8-bar for Pikes Peak in 1988.

New transmission features included the company's own TJ six-speed gearbox and the use of carbon-fibre materials to save 7kg over a conventional clutch friction disc.

The four-wheel steering system is similar in action and principle to the mechanical system adopted by Honda for the Prelude coupé. That means a transfer shaft fore and aft, activating the rear wheels to a counter-steering pattern beyond a three-quarter turn of lock.

Unlike the Honda, the Peugeot's rear wheels do not follow the arc of the fronts, instead remaining neutral until that three-quarter turn of lock is applied, then only moving 3° for every further degree of front wheel movement. Interchangeable cam profiles in the rear steering box mean that such characteristics can be changed rapidly to take account of differing wheelbase, roads, adhesion levels and tyre sizes. We had 10.6in wide,



Four-wheel steering gives Peugeot's hill-climber exceptional agility.

Aiming Higher



JW in situ.

45% low profile rear Michelins installed, this 405 employing 16in diameter Speedline wheels.

Peugeot successfully aimed at a similar kerb weight to that of the 11.8in-shorter wheelbase 205 T16. A total of 890kg was achieved, using the now usual Kevlar and composite materials for the lift-off body panels and the imposing spoilers.

Overall length was just over 167in, but the extended wheelbase accounted for a disproportionate 113.7in, thus endowing this 405 with a fine ride, plus more progressive handling than either the mid-engined 205, or the front-drive 205 GTi.

Enclosed within the tubular steel and folded sheet-metal framework of the monocoque LHD Peugeot, one is certainly conscious of mortality. The ominous smell of petrol lingers on after they top up the 50-litre underfloor reservoir within, and an RACMSA scrutineer would probably not approve the unshielded battery sharing that fume-laden compartment.

The clutch is of the embarrassing in/out variety, but the gearbox is perfect compensation. The pattern is that of most rallying six-speeders, with fifth facing sixth across the

gate and an extension to the right which will find reverse. Gear selection is so free from mechanical clashes that you immediately forget synchronesh is absent, recalling only the unsynchronised speed of changes (without the obstructions that even the best roadgoing gearboxes ultimately exhibit) and free to admire the closeness of the ratios.

Boost multiplies rapidly beyond 4000rpm, with startling acceleration delivered through 4WD grip. This 1.9-litre romps to the 8000rpm cut-out in the first five gears on the short straight provided, then exceeds 7600 rpm in sixth with an exhilarating escalation in sound levels from that mains-drainage exhaust orifice.

Peugeot's transverse mid-engine layout and double-wishbone suspension with 4WD was unmatched in Group B days for poised rallying traction. The 405 lifts such abilities to another astonishing plateau. The 4WS system seems to speed the 405's turn into low-speed corner, but the initial loose-surface understeer was hard to overcome.

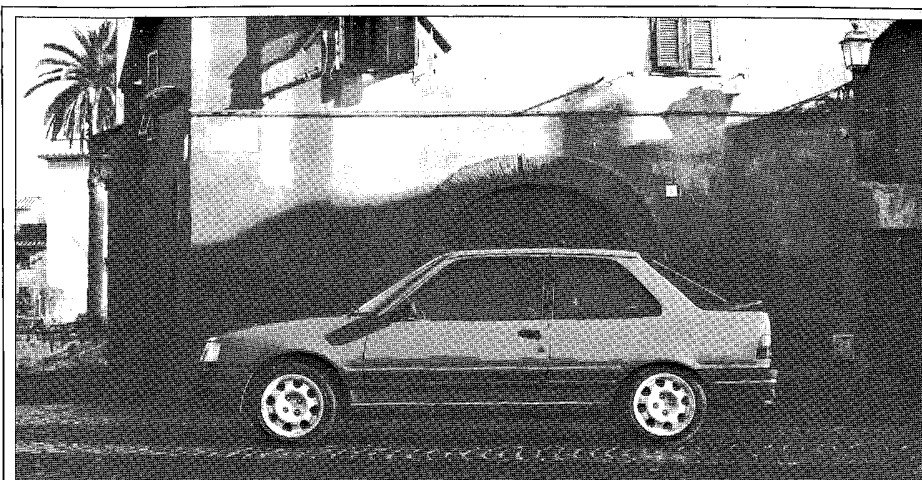
Once the 405 was sliding it could be persuaded to large angles of opposite-lock motoring, but that is not its natural stance: the 405 seems to slide pretty evenly at either end under full power on a loose surface; something of a surprise given the unequal power-distribution of one-third front, two-thirds rear. Those extrovert aerodynamic appendages and rear ground-effect tunnels are set to exert maximum assistance between 62 and 112 mph. Maybe the driver's impressions are coloured more by aerodynamics than mechanical underpinnings?

AP four-piston calipers and ventilated disc brakes remained constant, even with hard treatment at low air-speeds. At our rallying circuit pace, the complete car was viceless in its handling and immense traction, despite the rousing turn of full-boost speed.

JW

ROAD IMPRESSIONS

Peugeot 309 GTi



Not as handsome as its little brother, but a lot of fun nevertheless — the 309 GTi.

Fabriqu  en Angleterre

The resurgence of the Peugeot name has been an impressive phenomenon lately, with the handsome 205 in the vanguard. The volume saloon which has consolidated sales in the small car sector, the 309, is not in the same league for visual appeal, despite their common front end, but new glamour has been introduced, and some gaps plugged, with several new arrivals.

Available in five-door form only until now, the three-box Peugeot now comes minus two doors if preferred: three of these are simply good family cars of 1.1 or 1.3 litres, but two fuel-injected variants help to push the car into more interesting areas. The XS Injection uses the 115 bhp 1580cc engine of the 309 SR, and shares the wider tyres and sporty extras of that model. But above this again is the 128 mph GTi.

It is not a new recipe; this overtly sporting package has smart alloy wheels, deeper air-dam-type bumpers and side-strips, a rear spoiler, spot and fog-lamps, a special steering wheel, and sport seats — all those items which are expected in the apparently ever-expanding sports-hatch market.

But it is not just the cosmetics which count, because the standard of performance also rises steadily — not necessarily in terms of outright acceleration, but in the overall ability of these small multi-purpose cars to cruise all day at very high speeds, to start immediately in filthy weather, to run reliably without attention for thousands of miles, and all the time to prove comfortable and ever more economical to drive; features which once appeared to be directly opposed to the characteristics of a sports car.

Thus it is actually the invisible work under the skin on which the latest pretender to the

class must be judged. Wide tyres and deep spoilers are all bad for a car's drag, but Peugeot has used its wind-tunnel to minimise this by adding fairings under engine and body, extra seals around the doors, a boot-top rear spoiler, and sealing the gap between the rear bumper and the body.

Under the bonnet is the 130 bhp engine used in the 205 1.9 GTi, giving a 0-62 mph time of a mere 8.0 sec and a claimed average of 36 mpg. The sohc unit has an integral oil-cooler and packs its maximum torque of 121 lb ft at a relatively high 4750 rpm; it likes to be revved hard to keep the pressure up. 185/55 VR15 tyres are controlled by comfortably-geared power-steering, while the drum rear brakes of lesser models are supplanted by discs, and the fronts are ventilated. What Peugeot calls "sporty velour", actually quite tasteful, adorns the cabin, while electric windows and locks and a sunroof are optional extras.

Quite why a perfectly respectable saloon should have to lose two doors to be considered sporting eludes me, but of course a three-door shell is just a little lighter and in the figures war every fraction counts. Only the Fiat Strada Abarth can match the 309 GTi on acceleration, with the new 2-litre Astra GTE a little

behind, and even the 16-valve Golf cannot match this flying twosome.

But while the Fiat is a raucous racer with a rock-hard ride, the 309 GTi delivers its punch smoothly and quietly, with a placid deportment which belies how hard the tyres are working. Roll is acceptable, and noise levels are low, while the quick gearchange is a welcome asset. Overall balance is good enough to enable the driver to keep his foot on the throttle through some very tight bends without overreaching the limits of front-end grip.

It is a package which is strong in performance and refinement, but perhaps lacking in style — the 205 is a truly handsome little car, but the boot and heavy rear window of its three-box brother sit a little oddly. However, those who wanted a 205 GTi but could not fit enough people or freight in and turned to the Golf, or perhaps the Ford XR3i, can now indulge both sides of the equation.

And it is built in Britain. The Ryton plant near Coventry has been producing LHD 309s since November 1985, and home-market cars since September of last year, and the new models will be added to the home-built range ready for sale in April/May. Prices are still to be announced.

GC

Old cars invade Paris

For the whole morning of Sunday, July 31 the streets of Paris were alive with the rolling heritage spree of 650 old automobiles, 80 motorcycles, 10 tractors, four Bus museum buses and some bicycles.

The ninth summer Paris Traverse – a glorious exception to the City of Light's new pollution bans – provided a good nostalgic show for Parisians and photo ops for the many tourists along the 32km route.

The theme this time was holiday



departures and suitcases, fishing rods and other vacation accessories abounded. Several Peugeots and Citroëns joined older vehicles, including a rare Type G De Dion Bouton 1901, a Dollar R2 motorcycle and a Unic Savoyard 1914.

It was not confined to French makes. Foreign brands from Morris to Mustang and Mercedes took part.

The procession set off from the Chateau de Vincennes and made its way through nominated stops including Montmartre, Place de la Concorde and the Invalides to reach a picnic at



the Meudon Observatory.

This year a US military camp was set up in Meudon for the first time with 18 American military machines present. "The old [vehicles]



must continue to illustrate the rolling heritage because they tell a slice of life of our society," Andrea Jacques, president of Old Vincennes, said.

A winter crossing is scheduled for January 8. Photos: Vincennes Anciennes albums and Christophe Delage.

The Pugilist



What does the Paris ban on old cars actually mean?

1 July 2016

Paris has banned old cars from the city, and some motorists are furious. Here's a guide to the new laws and what they mean for motorists.

On the same day that France banned plastic bags, Paris introduce a ban on old vehicles from the city roads.

Essentially, it's a ban on all vehicles that were registered before 1 January 1997 and all motorcycles registered before 1999. The vehicles will be banned from being driven anywhere inside the Périphérique ring road, which acts as the city's limits, from 8am to 8pm each weekday.

Paris has been cracking down on pollution with a heavy hand lately, and old vehicles play a large part of the problem. In fact, cars older than ten years are estimated to cause half of the city's air pollution.

Pollution is extremely bad in Paris. A recent study from the French Health Department found that 2,441 people die a year from air pollution in Paris, with a further 4,166 dying from it in the outer suburbs of the city.

There are 430,000 cars that are 19 years old (or older), 13,000 motorbikes, and 50,000 trucks, according to *Le Paris-*

ien newspaper. The City Hall estimates that the ban will only affect around 10,000 of the 600,000 vehicles on the move in Paris on any given day.

It will be tricky to enforce the ban from the beginning, that much is for sure. After all, police can't just spend all day guessing if a car was registered before 1997. But Paris is also rolling out a colour-coded sticker system for each car to display on the windscreen, thereby making it easier for authorities to determine the age of a vehicle.

Fines will be handed out for those caught breaking the rules from October, with motorists slapped with a €35 fine for their first offence. These fines will increase in January to €68 for private cars and €135 for trucks.

There are some exceptions, vintage cars are excepted provided they have are clearly marked as a "voiture de collection". This also includes old cars used for tourism, such as the famous Citroën 2CV that many guides use to take tourists across the city.

Other exceptions include old cars used specifically for work, such as garbage trucks or armoured vans. For anyone who likes cleaner air, the reaction is likely to be a positive one. But for those who own old cars, there's a fair bit of flapping.

The group Fédération des motards called for a protest, stating : "Under the pretext of purifying the air, the City Hall is going to cull thousands of vehicles that are in perfect working



order and that aren't any more polluting than the latest SUV," the group said. They argued that the only people who will actually benefit from the law are car manufacturers, and that those who will suffer most are those who live far from public transport hubs, especially those with less money like students, trainees, and the unemployed.

The City Hall is trying to encourage people to take their old cars to the scrapyards by offering a €400 incentive that can be put towards a Navigo travel pass, a Velib bike pass, an Autolib electric rental pass, or the purchase of an electric car or bicycle.

It will possibly be rolled out across the rest of France. Paris is the first city in France to put the ban in place, but eight other major cities can do it too if they wish, reported *Le Monde* newspaper.

Europe-wide, over 200 cities have implemented similar bans on old cars, some have had one in place for around 20 years already.

**Peugeot Association of Canberra
Minutes of the Annual General Meeting
25 October 2016 at the Weston Club ACT**

Persons Present

Brad Pillans President
Glen Bryden Treasurer
Ross Stephens Secretary
Neil Birch
Ian Brock
Bill MacNamee
Col Handley
Allan Lance
Peter Rees
Mitch Jamieson-Curran
Maia Parker- Sloan
Steven Lucas
Jenny Lucas

Apologies

John Bower
Neil Sperring
Rob Turner
Greg Francis

Introduction

1. The meeting opened at 8:20pm, following dinner in the Weston Club Bistro.

Minutes of the previous AGM

2. The minutes of the previous AGM held on 27 Oct 2015 were read and accepted. Proposed: Brad, 2nd Neil Birch; Carried unanimously. There were no matters arising.

President's 2016 Report

3. Brad provided a summary of the Association's activities throughout the past 12 months.

- a. Highlights included:
- i. The Monthly publication of the RoaR Magazine, with a special mention to Peter and Allan for their excellent work.
 - ii. Participation in the Peugeot Pageant at Oberon NSW, PAC came in third place, with Brad's vehicle being first.

iii. Events throughout the year attended by PAC members, were 'Wheels,' the delayed Battle of Waterloo, the French Car Day at Telopea Park School, which was not well attended, the End of Year all French Car Clubs day, which was well attended and a disappointing 'non – celebration' of Bastille Day.

iv. Brad concluded by thanking the PAC Committee for their work throughout the year.

b. The proposal that the President's Report be accepted was put by Brad, Seconded by Bill MacNamee. Result: Carried.

Financial report

4. The Treasurer's Report was presented and copies of the balance sheet were distributed. The key point is that expenditure and receipts remain more or less equal and the bank balance substantial. In addition the Report was endorsed by the Auditor.

- Glen moved that the report be accepted, seconded by Brad. Result: Carried.
- Brad proposed that given the state of finances that the Treasurer move to hold the current membership fees at the same amount for another year. Moved by Glen, seconded, Steve Lucas. Result: Carried.

Election of Office Bearers

5. All committee positions were declared vacant and Ross Stephens was appointed Returning Officer for the election of the new committee.

- The Election Results are detailed in the attached table.

6. The AGM Closed at 8:50pm.

October General Meeting

Minutes of the previous meeting

7. Brad read the minutes to the meeting and moved that they be accepted. Seconded, Steve Lucas. Result: Carried.

Matters arising

8. Nil.

Inward correspondence

9. Public Liability Insurer's Email requesting a sum of \$16.50.

General business

10. Brad advised that the French Car day is on 5 Nov at 2:30pm at Telopea Park School and encouraged a good attendance in light of last year's poor showing by PAC. In addition, the French car clubs' end of Year BBQ is scheduled for Sunday 4 Dec '16 at Lake Ginninderra BBQ Area, details to be advised.

11. Steve Lucas the new Social Secretary foreshadowed that he would survey the Membership for the level of interest in Social Activities.

Council of ACT Motor Clubs (CACTMC) Report

12. The Main point from the CACTMC General Meeting:

a. The Constitutional Review of the Council voted on at the AGM, is proceeding. A Sub Committee is being formed and Clubs are advised that positions are open to interested members. Delegates have been asked to advise their membership and provide nominations at the next CACTMC meeting.

b. The next CACTMC meeting will be held on Thursday 17 November 2016.

Close

13. There being no further business, the Meeting closed at 9.03pm. The next meeting will be held on Tuesday 22 November 2016.

2016 AGM - Elected Officer Bearers

| Position | Nominee | Proposer | Second | Result |
|--------------------------------|-----------------------|-------------------|-------------------|---------------------------------|
| President | Brad Pillans | Col Handley | Maia Parker-Sloan | Elected Unopposed |
| Vice President | John Bower | Brad Pillans | Allan Lance | Elected Unopposed TBC |
| Secretary | Ross Stephens | Allan Lance | Steve Lucas | Elected Unopposed |
| Treasurer | Glen Bryden | Maia Parker-Sloan | Col Handley | Elected Unopposed |
| Technical Officer | Bill McNamee | Jenny Lucas | Steve Lucas | Elected Unopposed |
| RoAR Editor | Peter Rees | Brad Pillans | Allan Lance | Elected Unopposed |
| RoAR Production Editor | Allan Lance | Peter Rees | Brad Pillans | Elected Unopposed |
| Social Secretary | Steve Lucas | Jenny Lucas | Bill McNamee | Elected Unopposed |
| Committee Members | | | | Elected Unopposed |
| 1. | Greg Francis | Brad Pillans | Steve Lucas | Elected Unopposed |
| 2. | Mitch Jamieson-Curran | Maia Parker-Sloan | Peter Rees | Elected Unopposed |
| 3. | Neil Birch | Jenny Lucas | Bill McNamee | Elected Unopposed |
| 4. | Maia Parker-Sloan | Peter Rees | Steve Lucas | To Be Confirmed |
| Public Officer | Geraldine Butler | | | Appointed |
| Delegates to the CACTMC | | | | Volunteers |
| 1. | Neil Sperring | Brad Pillans | Neil Birch | |
| 2. | Greg Francis | Brad Pillans | Ross Stephens | |
| 3. | Ross Stephens | Steve Lucas | Jenny Lucas | |