

ROAR

Magazine of the Peugeot Association of Canberra



April 2017

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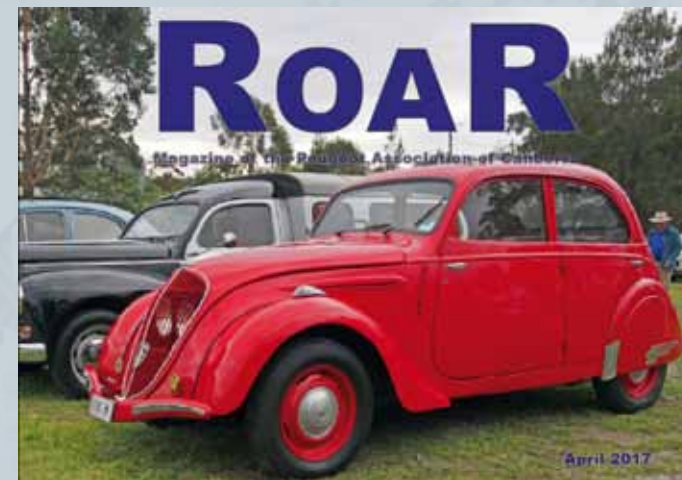
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On the cover Winner of the 2017 Merimbula Peugeot Pageant *Concours d'Elegance* - Keith and Hilma Bridge's 202 sedan.

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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,

THERE WILL BE NO CLUB MEETING IN APRIL. At the last club meeting, on 28 March, we made a decision not to hold an April meeting. The principal reason is that the scheduled meeting date is Tuesday 25 April, which is ANZAC Day. Also several club members would be attending the Peugeot Pageant in Merimbula over the weekend of 22-23 April – more than enough excitement for one week!

In last month's column I reported a potential fuel problem in my 508 – it stalled and then on restarting, it was jerky when reversing out of the garage. Peugeot of Canberra could find nothing wrong and I shrugged it off when the problem did not recur – at least not for another couple of weeks, when the same symptoms recurred.

Once again it was immediately after refilling with diesel fuel from the local service station.

This prompted me to mention it to the service station manager, but she seemed disinterested and said she had not had any other complaints. Once again the problem has not recurred, but I still reckon there was something wrong with the diesel that I bought.

Recently, I had a chance conversation with a member of the Canberra Mercedes Club who echoed my own sentiments – that the ACT is becoming less attractive as a place to hold car displays, with increasing costs and restrictions (and outright bans) on previously used venues.

Fortunately, just across the border, Queanbeyan Council is much more accommodating and welcoming. In fact, we are negotiating to hold the annual Battle of Waterloo event at Queanbeyan Park, on Sunday 18 June. This year's date is special because the date of the original battle was Sunday 18 June 1815. More on that in next month's magazine, but mark the date in your diaries.

REMINDER: our next club meeting will not be until Tuesday 23 May, when it will be held, as usual, at the Raiders Club in Weston, at 8 pm, with dinner from 7 pm. By then, the Peugeot Pageant will have been held and PAC members will hopefully bask in the glory of their pageant successes.

Keep on Pugging,

Brad Pillans

LATE NEWS: I have a short intelligence report from the Peugeot Pageant HQ, aka the Black Dolphin Motel, in Merimbula.

Organisers report the largest number of pageant participants for several years – around 90 people

and close to 50 cars. The PAC is represented by the usual suspects – Colin Handley & Shirley Ferguson, Dave Rowell & Susanne Moor, Bob Edwards and Flash Flanagan, as well as Sue and I.

PAC pageant newcomers also include Claudette & Peter Ingham and Jennifer Collier, while John Geremin & Anne Jones and Donna & Laurie Kerr, are also attending as dual NSW/ACT club members.

Flash Flanagan (203 sedan) has won the Merimbula Mayors Choice award at the concours d'elegance, with the overall (judges) winner being Keith Bridge (202 sedan). Runners up were Richard Marken (504 cabriolet) and Sam Mechkaroff (404 cabriolet).

At the time of writing, the winner of the Motorkhana is not known, but Geoff Boyd (203) and Graham Wallace (205) looked to be the most likely contenders for top spot.

Hard Luck story of the Motorkhana was Robert Rigg (205), whose car came to a stop with a failed gearbox mount and a broken drive shaft.



Photo: Merimbula News

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Photo: Merimbula News

CLUB EVENTS 2017

23 May 2017

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

18 June 2017

Battle of Waterloo. Queanbeyan Town Park (next to the Brad Haddin Oval), located between Lowe Street and Campbell Street Queanbeyan. The event will run between 10am and 2pm. Display vehicles are asked to arrive prior to 9:30am. Display Vehicles are to enter the grounds from Campbell street adjacent to the tennis courts. See details and map on Page 7.

27 June 2017

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

CLUB EVENTS 2018

Easter 2018

Peugeot Club of Queensland will be hosting the 2018 Peugeot Pageant in Queensland at Easter, from 30 March to 2 April.

FRENCH CAR DRIVES 2017

Program of French car drives, 4th Sunday of even months:

- June 25:** Marulan – historic walking tour of town and lunch at Meridian Café.
- August 27:** Hunter Valley French Car Day
- October 22:** Binalong – visit galleries and cafes in this historic village.
- December 3:** Evening Christmas BBQ by Lake Ginninderra.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

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<http://www.renaultcanberra.asn.au>



Photo: Merimbula News



INTERNATIONAL MEETING 2017
L'AVENTURE PEUGEOT
IAPM 2017 will take place in France
Peugeot France and l'Aventure Peugeot
Citroën DS will meet you on the
9th, 10th & 11th June in
Bordeaux and the surrounding area

You will soon receive the details of
the event and the list of hotels

Pré-inscriptions et questions:
#IAPM2017 Bordeaux
aventure-peugeot@peugeot.com /
33(0)1 40 66 56 18



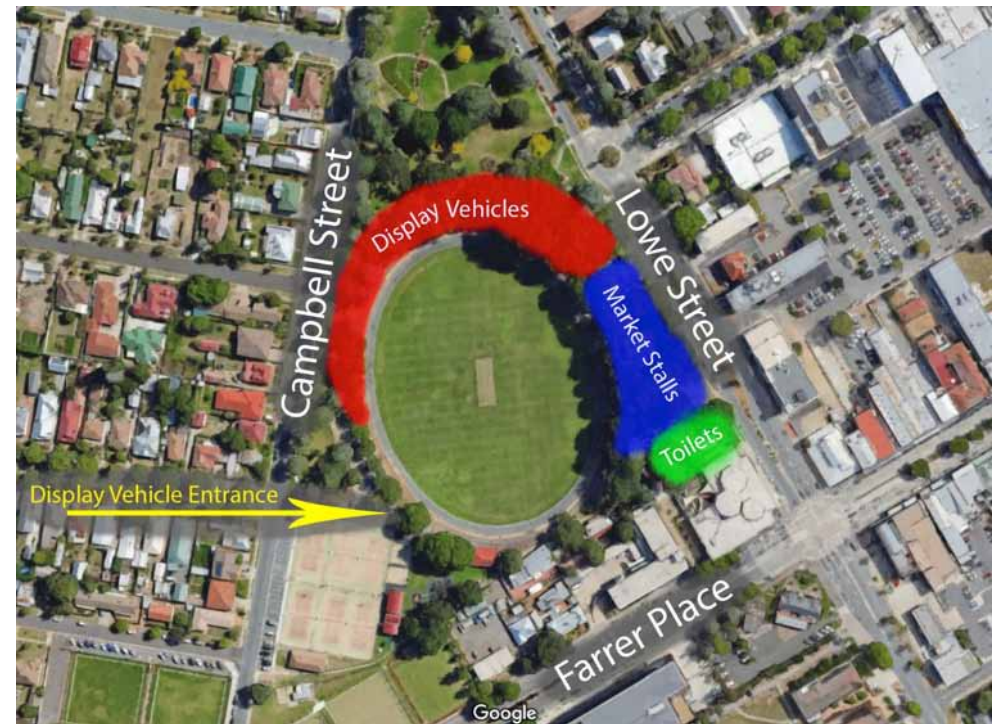
Battle of Waterloo 18th June 2017

Events

The 'Battle of Waterloo' is our annual display of French and English vehicles commemorating the 1815 battle. You are welcome to either put your vehicle on display or to enjoy the family friendly atmosphere and wander amongst the cars on show. The display is held in conjunction with the monthly Queanbeyan markets.

The 2017 event will be held on the 202nd anniversary of the Battle of Waterloo - from 10 am to 2 pm on 18th June 2017 in the Queanbeyan Town Park (next to the Brad Haddin Oval), located between Lowe Street and Campbell Street Queanbeyan. Display Vehicles are to enter the grounds from Campbell street adjacent to the tennis courts. Display vehicles are asked to arrive before 9:30 am. Ample public parking is available on the surrounding roads.

This event is being organised by the Peugeot Association of Canberra in partnership with the Renault Owners Club of Canberra. For enquiries or to RSVP your attendance please email: peugeotcanberra@gmail.com



CLASSIFIEDS

For Sale

505 Peugeot 1985

505 Peugeot Turbo Diesel (1985) 450,000 kms, colour blue, still being driven but will be selling it unregistered. Engine No: P147DT105971. \$1250.00.

Huntly & Dawn, Shepparton.

p 03 5831 1630

m 0428 311 630

e hvroland@icloud.com



504 Peugeots

504 Peugeots – two for sale in Cooma. Both were manufactured in February 1976

- Both are Dulux Trak Yellow
- Car 1 is a TI model with Kugelfischer fuel injection
- Car 2 is a GL model
- Both engines run well and the TI engine feels like a cracker
- Car 1 is driveable, brakes need bleeding
- Car 2 has had new clutch master cylinder fitted, was driveable before fitting the new clutch master cylinder
- Car 1 was registered (in the ACT) up to April 2009. The mechanicals feel better in this car but the body has a few more dings and 4 'bubbles' of surface rust. No structural rust.
- Car 2 was registered (in the ACT) up to March 2011. Body is NOT 'concores' and has some minor surface rust. No structural rust.
- One set of manuals available.
- Selling because am non-mechanic, have only one small garage to work in, own a 1951 P203 (enough for now) and have taken up caravanning.
- Keen to sell. Price for both cars is \$800 Or \$1500 for both.

See photos in the March edition of RoaR.

Ian Hampton, Please ring 0400 528 115

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.

PEUGEOT PAGEANT MERIMBULA 2017



The judges deliberate over Brad's 508. Photo Brad Pillans.

PEUGEOT PAGEANT MERIMBULA 2017



Flash Flanagan, winner of the Merimbula Mayor's Choice award with Mayor Kristy McBain and her daughter Ruby. Photo Brad Pillans.

PEUGEOT PAGEANT MERIMBULA 2017



Flash talks to the "media". Photo Brad Pillans.

PEUGEOT PAGEANT MERIMBULA 2017



404 Cabriolet gets a check-up. Photo Brad Pillans.

PEUGEOT PAGEANT MERIMBULA 2017



Peugeot 202 and 203 line-up. Photo Brad Pillans.

PEUGEOT PAGEANT MERIMBULA 2017



Peugeot 202 the Concours winner. Photo Brad Pillans.

PEUGEOT PAGEANT MERIMBULA 2017



Concours overview



Blue 403s



Richard Marken and his 504 cabriolet. Photos Brad Pillans.



Judging the Concours. Photo Merimbula News.

The horse breeder and the lion

Don Andreina

In 1960, the University of Bologna decided to bestow Enzo Ferrari with an honorary degree in mechanical engineering.

On the day he was to receive the title, he was to go in one of his prancing horses, but thought the better of this as it gave off too ostentatious an appearance.

According to Gino Rancati in the Brock Yates autobiography of Ferrari, Pepino Verdelli suggested Laura's (Enzo's wife) brother's old Peugeot 403 that was in the household.

Ferrari rejected it as inappropriate. After all, what sort of impression would be made if Italy's premier maker of exotic cars pulled up in a French sedan? A train was rejected for no good reason and it was known that Ferrari refused to fly. The discussion dragged on.

Finally a solution was reached. The Peugeot was employed, although it was parked a kilometre away and the two men trudged through the thick Bolognese heat to the university!

The Pugilist



Former Nissan exec to lead PSA brands return to the US

Antti Kautonen
7 April 2017

There will be no “Here’s what we did earlier” moment for PSA in the United States. The brands built by the French manufacturer are of varying reputation in the US: Since Peugeot left the American market in the early 1990s, an American customer is most likely to be aware of the Peugeot 205 GTi hatchback or the Citroen DS, the former of which was never even officially imported to the States, and the latter a car weird enough to do taxi duty in 2015 in “Back to the Future II.”

The last cars Peugeot sold in the US were the squarely styled, rear-wheel-drive 505 saloon and wagon, and the front-drive 405 offered in both bodystyles. As for Citroën, it left USA as early as 1974, with a few cars making it via specialist importers. The third offering of PSA is DS, which can be seen as a boutique version of Citroën – a Lexus/Infiniti sort of offering ranging from city hatches to midsize cars.

And of course PSA is the new owner of Opel, another nameplate long gone from the States.

But now it’s clear PSA Group wants to re-establish a foothold on the US market. The “Push to Pass” global business plan outlined by PSA and its CEO Carlos Tavares will see the company reinvent itself as a mobility company, not one that used to make those hot, hot hatches and the classy saloons (which it still does, but not for Americans). The project to gain a position in the States is through ride-hailing and car-sharing, using PSA products to create visibility and exposure for them. And now, PSA has enlisted former Nissan executive Larry Dominique, a 30-year-veteran of the US automotive industry, to lead the re-entry.

Auto-motive News quotes Dominique saying it’s going to take a decade to make it happen, but that a US presence cannot be ignored. “This is a market that, as a full-line automaker, you need to be part of ... but this is a 10-year pro-

ject. It’s not about jumping in and creating market share as quickly as possible.”

“The reality is that Peugeot as a brand left the United States 26 years ago. The brands themselves, the vehicles that PSA produces are so different to their positioning back then. What happened back then – what went right, what might have gone wrong, the reasons for the exit – to me are irrelevant now,” says Dominique.

The first steps of the project have already been taken, as PSA and its partner TravelCar have now launched a car-sharing service at the Los Angeles International Air-



port, called Free2Move. Later on, Free2Move will expand elsewhere. Another similar program is called BlueLA, which operates 100 shared vehicles and 200 charging stations in Los Angeles, using vehicles developed by PSA and its battery partner Bolloré. An earlier phase of the BlueLA program was started in Indianapolis, under the name of BlueIndy.

"With the creation of the PSA North American entity, PSA Group makes an important step forward in the roll-out of our project to progressively enter the region" said Carlos Tavares. "Moving forward, we will ramp up our mobility activities and the development of car-sharing services, among other efforts. Today we start with our partner TravelCar."

Autoblog

Peugeot needs deeper cuts, SUVs to halt Chinese sales slide: CEO

Joseph White
Shanghai
18 April 2017

PSA Group, the maker of Peugeot, Citroën and DS cars, needs more drastic cost cuts and new SUVs to reverse a slump in sales in China, Chief Executive Carlos

Tavares said on Tuesday.

The Paris-based group must find "a new business model" and bigger purchasing, logistics and manufacturing savings to offset falling prices, Tavares said at the Shanghai auto show.

His comments highlight the pressures felt by mid-market global carmakers as Chinese consumers turn to increasingly competitive offerings from domestic brands such as Geely, Guangzhou (and Baojun, jointly owned by General Motors and SAIC).

The French carmaker builds Peugeots and Citroëns in China with 13.7 percent shareholder Dongfeng and assembles its premium DS models with another partner, Changan Automobile.

Shares in PSA, which agreed last month to acquire rival Opel from GM, were down 2 percent at €17.22, while the Stoxx Europe 600 autos index was down 1.1 percent.

Competition has intensified in China as rival western brands and their local manufacturing partners slash prices, Tavares told reporters. "The joint ventures panicked."

The Chinese auto market expanded 15 percent overall in 2016, and growth is expected to be slower but positive this year.

But PSA's sales fell 16 percent in the region last year and the decline has acceler-

ated since. Deliveries were down by almost half in the first two months of 2017, when the Citroën brand achieved little more than one-third of its tally for the same period last year.

Demand has also shifted from the saloons and hatchbacks that account for most of PSA's line-up to higher-riding models and Citroën will soon begin Chinese sales of the new C5 Aircross compact SUV, unveiled at the Shanghai show.

"More SUVs in the Chinese market is a must," Tavares said, adding that the group needs "much more cost reductions".

But Tavares declined to give a progress report on PSA's earlier pledge to reduce China production costs by 10 percent annually. The cuts were "hard to achieve", he said.

Reuters



Carlos Tavares

All-new Peugeot 3008 SUV named Car Of The Year 2017

11 April 2017

The all-new Peugeot 3008 SUV has been named the 2017 'Car of the Year' at the Geneva Motor Show by a judging panel comprising 58 European journalists.

The all-new 3008 SUV impressed the judging panel with its combination of style, interior design and performance. This prestigious trophy joins the 20 other prizes the 3008 SUV has already won since its launch at the start of 2017.

The vehicle is the fifth Peugeot to win the Car of the Year prize and the first SUV to be honoured with the accolade in its history. Peugeot's success in the awards dates all the way back to 1969, when the 504 saloon scooped the award.

The all-new 3008 SUV majors on technology with its state of the art Peugeot i-Cockpit interior layout, offering a more intuitive and engaging driving experience, with a compact multi-function steering wheel, 12.3" head-up digital instrument display and 8.0" capacitive touchscreen which is accompanied by stylish satin chrome

piano key toggles.

The all-new 3008 SUV also offers a number of driving aids and other high-tech equipment, as well as seamless connectivity. Nearly 100,000 customers have already placed orders in Europe with 84% opting for the Allure, GT Line or GT trim.

The 'Car of the Year' prize is awarded by a judging panel comprising 58 experienced journalists from 22 countries, who have been assessing each model's entry since early 2016.



Jean-Philippe Imparato, CEO of the Peugeot brand, commented: "I am particularly proud and very pleased that the all-new Peugeot 3008 SUV has just won the 2017 'Car of the Year' prize. This trophy is the culmination of five years of incredible work by the brand's teams and our group."



The oldest running car on the planet: The 1884 De Dion Bouton Et Trepardoux Dos-A-Dos Steam Runabout

When the young Comte de Dion stopped at the Giroux toy shop on Paris's Boulevard des Italiens in December 1881, he was looking for toys to give as prizes at a ball he was planning. But he was intrigued by the quality of the workmanship of a model steam engine and asked who had built it.

Directed to the workshop out back, he found Georges Bouton and Charles-Armand Trepardoux. They were earning a measly seven francs a day building model boats and steam engines and scientific instruments. De Dion promptly offered them 10 francs a day and asked them to build a full-size engine, such as might power a carriage. So, in much the same way as the aristocratic Charles Rolls engaged engineer Henry Royce some 20 years later, a multi-class partnership was formed between a wealthy entrepreneur and working class craftsmen.

Bouton and Trepardoux set to work in a run-down building on the Rue Pergolese, near Avenue de la Grande Armee, the centre of Paris's bicycle industry, whose workers would soon be building automobiles.

The problem with steam-powered vehicles was that efficient boilers were huge and powered locomotives and steamships. So how could one be miniaturized?

The two started off by adding a steam engine to a tricycle and then built a Victoria quadricycle in 1883. This had belt drive and inconvenient rear-wheel steering, and its liquid fuel was prone to suddenly catching fire. With its large vertical boiler up front, it looked like a coffee pot on wheels, so back to the drawing board they went. A year later, they came up with a much

more practical arrangement, which is the car offered today.

Dubbed "La Marquise," after the Count de Dion's mother, this quadricycle is much more compact, steering with its front wheels and driving the back wheels through connecting rods, rather like a locomotive. (The same principle was applied to the contemporary Hilderbrand & Wolfmuller motorcycle, though it proved difficult to ride, with so much unbalanced weight whizzing around.)



The 1884 De Dion Bouton et Trepardou Dos-à-Dos Steam Runabout. Sold by Sotheby's in 2011 for \$4,620,000 (Photo - Flash).



De Dion's little quadricycle can claim to be the first family car, despite its arcane power source. What makes it different from road-going locomotives dating back to Cugnot's 1770 tractor is its sophisticated boiler, which can be steamed in 45 minutes. It is also compact at only nine feet long and relatively light at 2,100 pounds (952kg). But, it has four wheels, seats four, and can be driven by one person – like a modern car.

Writer David Burgess-Wise examined "La Marquise" closely for *Automobile Quarterly* in 1995. He pointed out that it is both De Dion's prototype quadricycle and the oldest running real car in private hands, so its credentials are unmatched.

"The only older functioning vehicle is the 1875 Grenville," (basically a powered gun carriage), he said. "Amedee Bollee's 'L'Obesissant'

of 1872, now in the Conservatoire des Arts et Métiers in Paris, was working in 1923 and presumably could be got working again, but the museum doesn't normally run its exhibits. There's the chassis of the 1830 Gurney Drag in the Glasgow Museum, and the 1854 Bordino steam coach in the Turn museum is apparently complete, but neither is likely to run again."

The mechanical breakthrough, which led to the building of *La Marquise*, was a new boiler design. The vertical boiler was much shorter and consisted of concentric rings, rather like Russian dolls. The two engines beneath the floor drove close-set back wheels via locomotive cranks. Water was carried in a tank under the seat, coke or coal in a square bunker surrounding the boiler. Coke was withdrawn via drawers at the bottom and poured down a pipe in the centre of the boiler onto the fire beneath.

Driving "*La Marquise*," Bouton participated in the first motor car race in 1887, (he was the only car to show up) averaging 16 mph (26 kph) for the 20 miles from Paris to Versailles and back and hitting 37 mph (59.5 kph) on the straights, according to an observer who timed him. The next year, De Dion in "*La Marquise*" beat Bouton on a three-wheeler, at an average of 18 mph (29 kph).

De Dion produced sales brochures as early as 1886, with illustrations of a steam phaeton, dog-cart, truck, carriage and even an 18-seat bus (this when Benz and Daimler were still struggling with primitive three-wheel-

ers). By 1889 you could buy a tricycle for 2,800 francs (\$540) and a quadricycle for 4,400 francs (\$850).

Those prices were certainly out of the reach for the average enthusiast, when a French labourer might make five francs a day, and sales were confined to the very rich. As a result, only about 30 De Dion steamers were made: 20 tricycles, four or five quadricycles, and a few larger carts and carriages, according to the world's first automobile magazine *La France Automobile* in 1894. Two quadricycles remain and six tricycles are known, but none of those are operable.

By 1893 gasoline was the up-and-coming power source, and steam devotee Trepardoux left the firm and presumably went back to toys. A celebrated duelist and ladies' man, De Dion was keen on animal welfare and made a few large steam trucks in an effort to free horses from hauling heavy carts, and then he and Bouton focused on gasoline automobiles. They patented their transmission in 1895 and dominated the early years of the 20th century, with De Dion engines powering some of the first great marques, like Renault, Pierce-Arrow and Delage. There were 88 De Dion Bouton cars in the London-to-Brighton Centennial run in 1996 – the largest single make.

"La Marquise" was built in De Dion's

new factory across the River Seine in the Rue de Pavillons at Puteaux, to which the company moved in 1884, when it outgrew its original premises. "We could employ as many men as we liked – 12-15 and sometimes even 20," boasted De Dion.

The new steamer seated four people in pairs and back-to-back "dos-a-dos" as it was known. The seats were located on top of the steel tank, which held 40 gallons of water, good for about 20 miles. The vertical boiler was

ahead of the driver and surrounded by a bunker, which kept the fire fed with coal or coke through hoppers at the bottom, eliminating the need for stoking. A manual pump supplied water to the boiler initially, and when pressure was up to the operating level of 170 psi, donkey engines began working and water was supplied automatically.

Later in life De Dion declared that "La Marquise" "can be considered the embryo of the first touring automobile. It had four seats



and it was already a family car.”

Count De Dion kept “La Marquise” until 1906, finally selling it to French army officer Henri Doriol. The Doriol family owned it for 81 years but never had it running, since it had lost brass and copper fittings to the war effort in 1914. Doriol displayed “La Marquise” at the Grand Exhibition at Grenoble, Switzerland in 1925 and was awarded a special Diplome d’Honneur.

Doriol and his son attempted to restore the quadricycle in later years but finally gave up and put it up for auction at a Poulain sale in Paris in 1987. Incomplete and non-running, it was bought by Tim Moore, a British Veteran Car Club Member. Another museum at Le Mans in France had an 1890 model, so Moore went to work copying the missing pieces on his car and had it running inside a year. Despite being a steam novice, he recreated the rear foot platform and wooden seat bottom, remanufactured brass fittings and pipes that had been sacrificed to the 1914 war effort, and re-tubed the boiler in 1993 at a cost of \$20,000. He also replaced incorrect wooden, iron-tired wheels with correct spoked wheels and hard rubber tires.

The existence of the 1890 car, which differs in numerous details, enabled Moore to be absolutely certain that “La Marquise” was indeed De Dion’s prototype. Close examination of ancient photographs showed

that one of the brackets holding the water tank to the frame had been extensively re-cut to clear a frame lug. Other unique features include the absence of “dumb irons” for the front springs; it’s the only car made with four-leaf springs all round and the only one with single acting brakes – the others all have extra brake pads at the rear. It also has unique sliding latches on the side vents on top of the boiler. More obvious evidence is the car’s original brass plate attached to the boiler, which records mandatory five-year boiler inspections in 1889, 1894 and 1899, after which it was probably retired.

After getting “La Marquise” back on the road, Moore campaigned her enthusiastically. He competed in four London-to-Brighton runs, at which he was always the first car away as the oldest entry, and successfully completed the trip at the 1996 Centennial, which attracted 661 of the 850 pre-1905 cars remaining in the world. Awards won by “La Marquise” include the 1991 UK National Steam Heritage Premier Award for Restoration and Preservation, a double award at Pebble Beach in 1997, winning the U1 steam class and the Automobile Quarterly Historian’s Trophy, class winner of Pre-Century Steam Cars at Goodwood in 1999, and honoured at the 1996 Louis Vuitton Concours at the Royal Hurlingham Club in London in 1996.

Ironically, the last two times “La Marquise” has been sold, it was because owners Doriol and Moore each had two children and didn’t want to decide whom to leave it to. “I can’t cut

it in half,” said Moore in 2007, “but it’s been a real wrench putting the papers together. I’m a very reluctant seller.”

With impeccable provenance, fully documented history, and the certainty that this is the oldest running family car in the world, “La Marquise” represents an unrepeatable opportunity for the most discriminating collector. It is unquestionably and quite simply one of the most important motor cars in the world.

Twin compound steam engines, “spade handle” steering, solid front and rear axles with semi-elliptic springs, locomotive-style connecting rod motion, single-acting mechanical brakes. Wheelbase: 43”

- Named “La Marquise” after the Count de Dion’s mother
- At 127 years of age, the oldest running motor car in the world
- Single family ownership for 81 years and only four owners from new
- Participant in the first automobile race in 1887
- Veteran of four London-to-Brighton runs
- Pebble Beach Concours double award winner in 1997
- Capable of 38 mph, 20 miles on a tank of water

Sotheby’s

405 singing along at 30

To celebrate the 30th anniversary of the Peugeot 405, the Peugeot Adventure Museum plans an exceptional exhibition from 20 March to 20 June and a big party on Saturday June 17.

Launched in June 1987 and voted “Car of the Year 1988”, the Peugeot 405 marked its era.

In 2017, it is celebrating its 30th anniversary. Based on an extended 205 platform, the front-wheel-drive 405 was intended to take over the rear-wheel-drive 505 as Peugeot’s large family car.

It was another elegant design from Italian stylist Pininfarina (with a family styling similarity to the Alfa Romeo 164) and was as popular with the general public as most of the drivers!

Production was at Sochaux and in eight other countries. More than 2.5 million examples of the sedan and wagon have been sold, with the last production in Iran winding up in March.

Ari Vatanen’s victories at the wheel of the 405 T16 on Paris-Dakar in 1989 and 1990 and his climb Dance at Pikes Peak in 1988 will ensure his sporting glory.

To celebrate this “crazy talent” (the advertising slogan of the time), the Adventure Peugeot Museum will give visitors the

opportunity to rediscover the 405 and its history with many models displayed to admire and plenty of archival photos and videos to enjoy.

Enthusiasts and collectors can take part in the exhibition by emailing photos of their 405 to musee@peugeot.com. Some of the pictures will be displayed.

Owners of a Peugeot 405 will pay only €4.05 admission by presenting their vehicle registration.

On Saturday, 17 June, a big anniversary party will be held in the Museum’s car park.

On this occasion, the Museum’s teams will present the largest number of 405s in the museum and invite all participants to dance to the rhythm of “swing, bluegrass, punk, folk, ska ...” of the French group Madame Oleson, whose song “405 Fever”, more than a tribute to the 405, is a real burst of good mood.

If you cannot attend, enjoy the joyful music with a YouTube search for Madame Oleson 405 Fever.

Via Peter Wilson



Ari Vatanen's Peugeot 405 T16 conquered Pikes Peak in 1988.

The 203 Styleside mystery

Paul Watson

The article in November Torque about Steve Odell's 1989 tribute to his Styleside ute has prompted some discussion.

You might remember that Steve contended that the Styleside was built on roofless panel van chassis.

Well it seems that some might have been, but others definitely were not.

PCCV member Alastair Inglis writes from England: "The 203 Styleside was a low-volume, up-market version of the standard French pick-up, produced with tub sides the same as a panel van, hence the name. It's not known whether the design originated in France or Australia although they were two distinct versions.

"The French version was built in the Sochaux factory using the standard French camionnette bâchée vertical-back to the cab with semaphore indicators and twin rear windows (the plateau cabine did not have the built-in semaphores).

"It is suggested by Dominique Pagneux in Album 203 that the original was produced as a prototype and subsequently used as a factory runabout. Jean-Claude Gratio, in his book *Pour Tout Savoir sur Toutes les 203 Peugeot* states 51 were built from panel vans but has no information about what became of them all.

"He surmises they could have gone to Australia, where the design was commercialised. A photo taken inside the Sochaux factory of a batch of five, possibly six, under construction appears in Album 203. All have twin rear windows and semaphores. Could the one in the photo taken inside the Canada Cycle premises in 1957 be one of these?

"I have photographs of two survivors in France with only a single rear window, of quite different sizes, and built-in semaphores. One of these is claimed to have been used as a runabout around the Sochaux factory compound but differs from those shown in French books mentioned above by having a single rear window.

"The Australian version appears to be a cut-down panel van with the nicely rounded back of the cab being formed from several pieces over a well-constructed Tasmanian oak frame. All the survivors have a single rear window and do not have semaphore indicators. It's not known for certain how many were produced. The late Tony Howman thought about 25 were made in two batches, with the work being carried out by Holden. Peter Wilson has seen a reference to 16 and Russell Hall believes it was 14."

Alastair says Tony Howman maintained that Stylesides were produced in two batches. "The vehicle identification numbers and instrument panels of the survivors corroborate this,



**A French Styleside prototype
(from Album 203).**

although it may have been two shipments from France rather than two batches of conversions. I also think Tony's belief that they were converted by Holden to be more likely, given the quality of the oak frame inside the cabs and the overall quality of the workmanship.

"I have VINs of four second series (C5) vehicles, although one of them, Tony Howman's, has a plate indicating it's a U6, the predecessor of the C5. If his is a first series ute, then the three referred to by Steve Odell could be these three. These would have been a second shipment of which Steve's ute was one (the first shipment would have been around 1952-53). The VINs all indicate a manufacturing date in France of 1954. A 13 to 24-month gap between manufacture and arrival in Australia is probably not unrealistic, given the length of time communications and decisions would have taken back then.

"There are too many imponderables to be certain. The intriguing claim is that they were shipped out half-made. In the caption for the photo of the half-dozen in Album 203 it's stated that this model did not figure in the 203 range, which may confirm this. I shall have to see if I can get more info out of the Peugeot Museum.

"Interestingly, a photograph of the interior of the Canada Cycle workshop, taken in 1957, shows two Stylesides: one is the Australian version and the other the same

as the French version with a vertical back and semaphores. Could this have been one of the experimental versions built at Sochaux?

"It would be interesting to know if any old employees of Canada Cycle

or Holden from the 1950s are still around who might remember these."

I decided to follow up on Alastair's suggestion and in the past few months I have spoken to several people who worked at Canada Cycle in the 1950s. None had a definitive answer, but they were all happy to chat about their Canada Cycle days.



The Canada Cycles workshop in 1957

Jim Quigley, who was a guest speaker at a PCCV meeting before we moved to Nunawading, told me he thought the Styleside conversion was done in North Melbourne but he didn't know the name of the operation.

Ron Washington (brother of Ivan) has identified himself as the person who drove the



most prominent work ute in the 1957 photo. He told me the ute is parked in front of his work bay. It was used to carry spare parts and make deliveries.

Other than that all he could tell me was that local assembly (brought about by high tariffs on imports) was done at Tottenham. Ron said a chap named Ernie Nankervel made the wooden jigs for the assembly plant.

After the Redex success, local assembly was augmented with fully imported cars, which had much better interior trim, door pockets etc.

Rino Dozzi and his brother Enzo both did their apprenticeships at Canada Cycle. They later moved to Heidelberg when the company became Continental & General.

Rino worked with Alan Jones in the after-sales department while Enzo road tested new cars as they came off the line.

Another Canada Cycle apprentice, Ian Amsung, worked for Continental & General too, in charge of and dealing with dealer problems.

[A pick-up tôlé at the Sochaux factory \(from Album 203\).](#)

Eventually Rino left to work for Regans and then he and Ian Amsung went into business together as Amsung and Dozzi. Rino now lives at Marlo.

Torque

about eight years ago. In 1956, Canada Cycle, who were the Importers of Peugeot, brought over three examples of the 203 U6, to be fitted out as Spare Parts Utes. Originally they appear to have been of Panel Van type. However, they arrived in unfinished form, in that the roof finished at the join mark, found just above your head in the front. Canada Cycle completed the roof, fitted a rear window [badly] and trimmed the interior, with the head-lining being of similar material to the door trims. The rear tail gate, which originally swung outwards, was changed to

From the Steve Odell article in Torque, 1989.