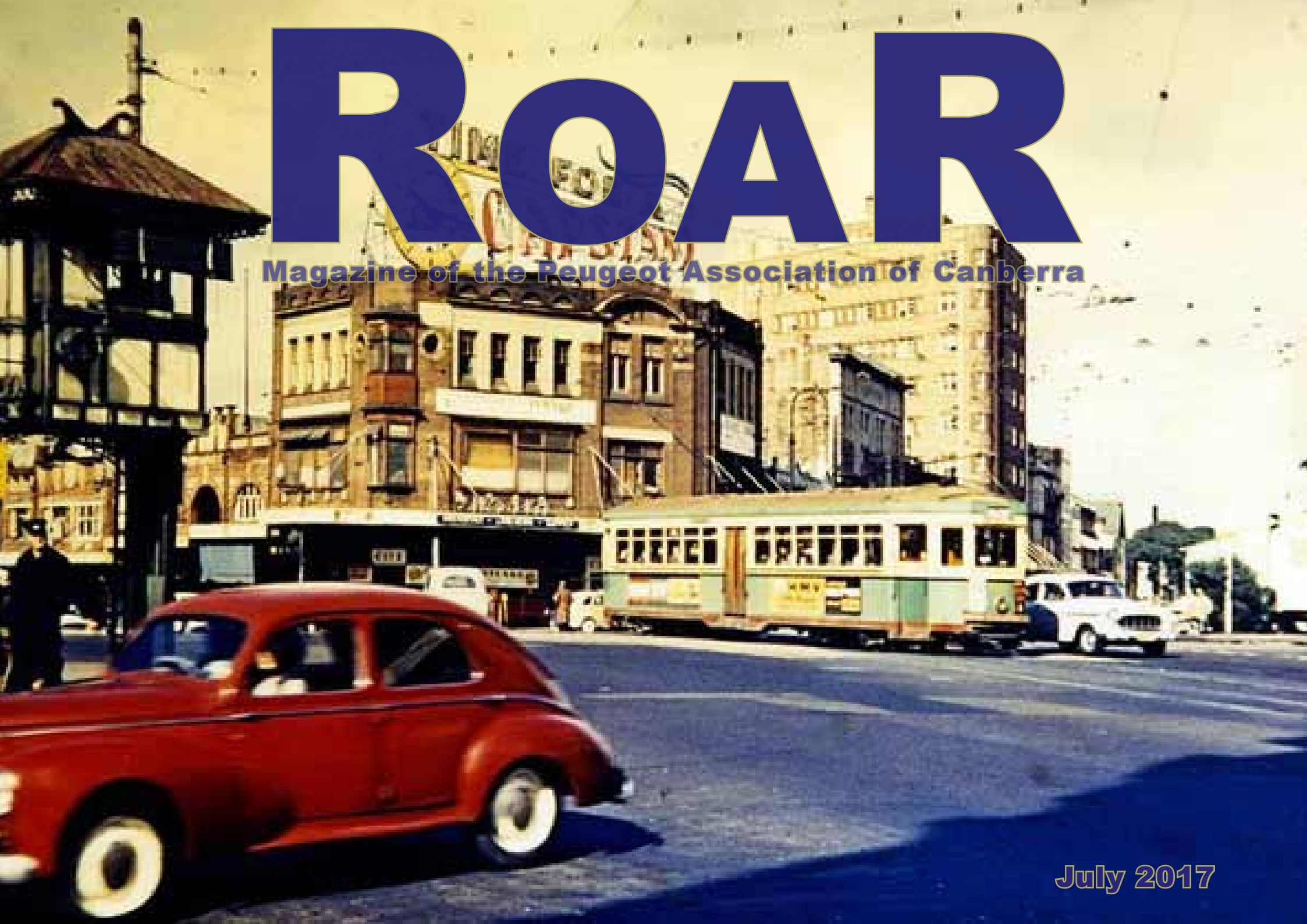


ROAR

Magazine of the Peugeot Association of Canberra



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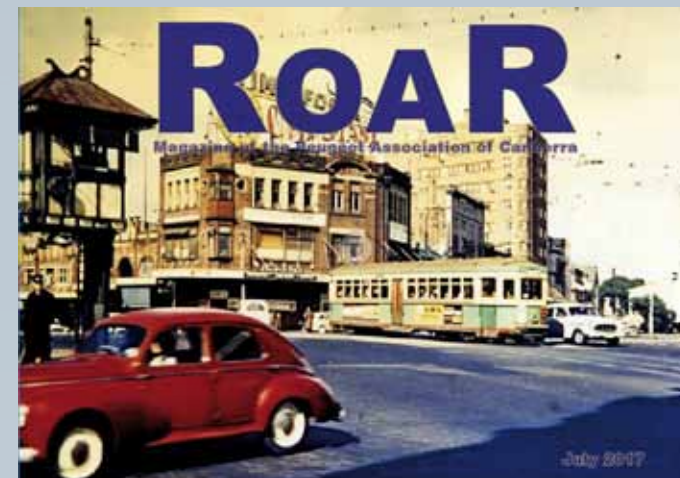
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RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

A bit more follow-up on the Battle of Waterloo in Queanbeyan, last month: After the event, I sent a thank-you letter to Peter Bray and Tim Overall of Queanbeyan-Palerang Regional Council, letting them know how pleased we were with the venue and the support they had provided.

Tim Overall (former Queanbeyan mayor and now Administrator of QPRC), replied by saying he was sorry he missed the event, given that his first car was a Hillman Minx followed by a Renault 16 and then a Renault 25. He also said that he was looking forward to the next battle!

I also received a battle report from Lawrie Nock, the pith-helmeted leader of the British forces – like us, his “army” was very pleased with the

venue and the organisation of the event. It turns out that I mistakenly referred to Lawrie’s car as a Rolls in last month’s column – in fact it is a Bentley – a mistake that Lawrie was quick to forgive me for, in Lawrie’s own words: *Your mistaken identification of the vehicle is one easily made. It is not unknown for those with close association to treat them as the same thing – which they are except for a few badges etc.*

Lawrie also confessed that the first car he ever drove was a new 403, at age 13 or 14, when it needed to be moved outside from a dealer’s showroom (presumably the family business).

Finally, I note that I am referred to as Napoleon longlegs in Lawrie’s club report, presumably a reference to the fact that Napoleon was rather shorter in statue than I. Wikipedia gives his height as 157 cm or 5 ft 2 in – average height for a French peasant at the time, but rather short for an officer, apparently. In 1908 Alfred Adler, a psychologist, cited Napoleon to describe an inferiority complex in which short people adopt an over-aggressive behaviour to compensate for lack of height; this became known as the *Napoleon complex*.

Earlier in the year, at the Peugeot pageant in Merimbula, I misplaced the key to my 508. The car was unlocked, so I tried starting it. The keyless ignition would have worked if the key was in the car (or somewhere – or even close by), so I knew I had to look further afield.

It turned out that the key had fallen out of my pocket when I was travelling in Colin Handley’s car and I thank Colin for finding it. The alternatives seemed rather bleak if the key really had been lost – either I would have had to go back to Canberra and return to Merimbula with the spare key, or get the car towed to the Peugeot dealer in Canberra. Neither option would have been nice, so when I had the opportunity I asked the dealership if there was any other option.

For example, could the car be started without the key? I think the answer was, yes,

but only by a dealer, and certainly not through NRMA or any other roadside assistance. Moral of the story – don’t lose your key if you are remote from the spare or a dealer. You can’t even hide a spare key somewhere on the body of the car, as some people do with older cars, because the ignition will recognise it and anyone could drive your car away.

Our next club meeting will be held, as usual, at the Raiders Weston Club, at 8 pm on Tuesday 25 July, with dinner from 7 pm. At last month’s meeting, we had an excellent attendance, to the point where we had to add an extra table to our gathering in the restaurant area. Let’s keep up the numbers and celebrate a belated Bastille Day.

Keep on Pugging,

Brad Pillans

Brad Pillans



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Greg Francis
Ross Stephens



CLUB EVENTS 2017

25 July 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.

22 August 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. See advance warning note on Page 6.

FRENCH CAR DRIVES 2017

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

- 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 Gininderra.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>



Annual Hunter Valley FRENCH CAR DAY

**Sunday
27th August**
9am to 5pm

02 6579 1499
www.nightingalewines.com.au

Live Music
French inspired
Food Stalls
Serving
Breakfast and Lunch





Prizes Awarded -
Best Renault, Best Citroen
Best Peugeot, Best Simca
Best Non French, Best Daily Drive
Prized Lemon, Best in Show

Freeraffle
Major Prize
Overnight Stay
and dinner



Find us on
facebook.



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

The next Peugeot Pageant will be held at Boonah in south-east Queensland, from Friday 30th March to Monday 2nd April, 2018.

Boonah is known as the heart of the Scenic Rim, with fertile volcanic valleys and fantastic views. It is a top food production area in Australia with wonderful wineries, majestic dams and numerous National Parks.

The Outlook complex in Boonah has been chosen to host and accommodate our guests after the many positive comments from the Pageant held here in 2014. This early advice is to enable participants to plan their itinerary for 2018, as well as facilitate planning by PCQ Inc as the host club. By returning the Expressions of Interest, there is no commitment to attend but we do ask you to indicate if you are thinking of joining us.

The Pageant Program will basically follow the format of previous pageants. Commencing with dinner on the Friday night, there will be a Concours on the Saturday morning with a Drivers Skills test in the after- noon. Saturday

night after dinner we will have our Rocker Cover Racing competition.

Sunday morning will involve an Observation Run, Lunch and the afternoon will be free time during which you can explore the many attractions Boonah has to offer. These include Wineries, Lavender Farms or you may just want some down time before the Presentation Dinner Sunday night.

The weekend will conclude with breakfast Monday morning. All meals (including breakfast) from Friday night to Monday morning will be inclusive.

For expressions of interest and information please contact 2018peugeot-pageant@peugeotclubqld.org.au

Expressions of Interest

Peugeot Easter Pageant Boonah (Friday March 31st to April 2nd)

Name(s):.....

Postal Address:.....

Email Address:.....

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

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

I/We are interested in participating in the Drivers Skill Test

☐

I/WE are interested in participating in Rocker Cover Racing

☐

I/We would like to receive Pageant updates by Email

☐

Accommodation will be included with the final pageant registration. Motel accommodation is available within 2kms of The Outlook and more information will be available July 2017.

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. See June 2017 Roar for details. Keen to sell. Price for both cars is \$800 Or \$1500 for both.

Ian Hampton, Please ring 0400 528 115

404 sedan 1970

404 1970 sedan, Alpine white, on NSW historic plates. Straight, in good condition, buttresses replaced, brakes done recently. Current owner past 10 years. \$3,000 ono. Col Pidgeon near Cowra 02 6342 4706. See photos at right.



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 XR 2003

206 XR black 4 door, 2003, all parts cheap, 5 as new tyres, clean blue seats, in Qbn. Colin 0414 484 398.

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.

504 headlights

Two pairs and a spare headlight to suit an early P504. Used. Also a conversion kit if you currently have the quad round headlights. \$100 the lot, pick up only, near Cessnock NSW. Phone Jon 02 49986152.

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.

Swap

Keen to swap a 504 Familliale for a 403 in restorable condition

July '82 504 Familliale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familliale), and from a white 504, complete front-end panels, bonnet and windscreen. Michael Cortis 0400 413 077

CLASSIFIEDS

For Sale

Peugeot 607

This is Peugeot's flagship 607. Built in 2002, this car was equipped with every luxury and every "extra". Even today, the equipment levels match those you'll find in many manufacturer's showrooms. This is a very suitable 'daily drive' and an excellent tourer.

Although this car is 15 years old with 200,000+ Km, it has style, elegance and appointments that few new cars can claim. From the fabulous seats to the quietness and smoothness of the ride, this car shows that it has been always protected from the elements, scrupulously maintained and always treated with the respect it deserves.

This car has had only two owners and every log book service has been provided by Peugeot dealers. As you'd expect for a car of its vintage, it has had a gearbox overhaul, air-conditioning overhaul, a new alternator, new starter motor and new radiator fan, and, of course, timing belt replacements as they have fallen due. All work done by or through the local Peugeot dealership.

This is a 2002 Peugeot 607 that looks and drives like a car half its age.

SPECIAL FEATURES:

This Peugeot 607 has multi zone climate control air conditioning, 17" alloy wheels, cruise control, multi-function control screen, leather steering wheel, front & rear power windows, rear park assist, rain sensor wipers, automatic headlights, electric sunroof, electric rear blind, electric seats, memory settings for two drivers, Brembo brakes, sports and standard and winter driving modes, 6 stack CD, remote central locking with deadlocking doors, cooled glove box, front and rear fog lights, and a full size spare. And a spacious and comfortable interior and an enormous boot. \$5,500

For more information talk to Jeremy Vickers on 0409 452 972 or look for it on carsales.com.au



CLASSIFIEDS

Wanted

Peugeot 5CV Type 172 for restoration

Peugeot 5CV Type 172 for restoration. Would prefer 1923-24 narrow chassis wire wheeled version. However, everything considered, including subsequent disc wheeled versions up to 1928 (Types 172BC, 172R and 172M) – see photos.

As points of identification, these cars have semi enclosed punt-type chassis, a tiny fixed head engine of either 667 or 720cc and a three speed gearbox combined with a worm final drive.

A complete and unmolested car would be ideal but again, anything considered, including basket cases and bits. I am an experienced and rather fastidious restorer who needs a new project which will fit into my ever diminishing working space. Needless to say I also have a soft spot for Peugeots, with a recently completed 203 wagon.

All leads gratefully appreciated.

Tony Watson
(02) 62549203 any time



France to ban sales of petrol and diesel cars by 2040

Move by Emmanuel Macron's government comes a day after Volvo said it would only make fully electric or hybrid cars from 2019

Angelique Chrisafis and Adam Vaughan
Thursday 6 July 2017 23.20 AEST

France will end sales of petrol and diesel vehicles by 2040 as part of an ambitious plan to meet its targets under the Paris climate accord, Emmanuel Macron's government has announced.

The announcement comes a day after Volvo said it would only make fully electric or hybrid cars from 2019 onwards, a decision hailed as the beginning of the end for the internal combustion engine's dominance of motor transport after more than a century.

Nicolas Hulot, the country's new ecology minister, said: "We are announcing an end to the sale of petrol and diesel cars by 2040." Hulot added that the move was a "veritable revolution".

All Volvo cars to be electric or hybrid from 2019

He said it would be a "tough" objective for carmakers but France's industry was well equipped to make the switch. "Our [car]

makers have enough ideas in the drawer to nurture and bring about this promise ... which is also a public health issue."

Hulot insisted that the decision was a question of public health policy and "a way to fight against air pollution". The veteran environmental campaigner was among several political newcomers to whom Macron gave top jobs in his government.

Pascal Canfin, the head of WWF France and a former Green politician who served in François Hollande's government, said the new policy platform to counter climate change went further than previous administrations in France. "It places France among the leaders of climate action in the world," he told France Inter radio. Prof David Bailey, an automotive industry expert at Aston University, said: "The time-scale involved here is sufficiently long term to be taken seriously. If enacted it would send a very clear signal to manufacturers and consumers of the direction of travel and may accelerate a transition to electric cars."

Norway, which has the highest penetration of electric cars in the world, has set a

target of only allowing sales of 100% electric or plug-in hybrid cars by 2025.

Other countries have floated the idea of banning cars powered by an internal combustion engine to meet air quality and climate change goals, but have not yet passed concrete targets.

The Netherlands has mooted a 2025 ban for diesel and petrol cars, and some federal states in Germany are keen on a 2030 phase-out.

India, where scores of cities are blighted by dangerous air pollution, is mulling the idea of no longer selling petrol or diesel cars by 2030, and said it wants to introduce electric



cars in “a very big way”.

The UK has an aspiration of all new cars being electric or ultra low emission by 2040, but has been criticised by campaigners and politicians for being slow to act on air pollution.

Sadiq Khan, the mayor of London, said: “I welcome the strong leadership the French government has shown by making the decision to end the sale of petrol and diesel cars by 2040.

“This radical step shames the timid

and insufficient response of our own government to the health threat posed by poor air quality.”

France’s announcement came as Bloomberg New Energy Finance predicted electric cars would come to dominate the automotive market more quickly and dramatically than previously thought.

Electric vehicles will make up 54% of all light-duty vehicle sales by 2040, up from the 35% share Bloomberg was forecasting just last year, according to a new report by the research group.

Bloomberg said such a widespread up-take of electric vehicles would globally reduce oil demand by 8m barrels a day and increase electricity consumption by 5% to charge all the new cars.

But Tony Seba, a Stanford University economist who has published research predicting electric cars will even more rapidly take over from conventional cars, said of France’s plan: “Banning sales of diesel and gasoline vehicles by 2040 is a bit like banning sales of horses for road transportation by 2040: there won’t be any to ban.”

French car manufacturers Peugeot, Citroën and Renault ranked first, second and third on a 2016 list of large car manufacturers with the lowest carbon emissions, the European Environment Agency said.

Just 0.6% of new car registrations across the EU last year were for pure electric vehicles, compared with 1.1% of new cars sold in France.

French-Japanese carmaker Renault-Nissan has been an enthusiastic early advocate for the vehicles, taking 14.6% of the EU market share for battery-powered vehicles. The firm has built 425,000 of the more than 2m electric cars sold globally.

France’s reliance on nuclear power stations for 80% of its electricity supply means that a shift to electric vehicles rather than oil-powered ones would dramatically cut its remaining carbon emissions.

The Guardian



Engines exported to Europe for the first time

12 July 2017

Yu Xiaoming

The first batch of 1.2THP engines, produced by Dongfeng Peugeot Citroën Automobile Co Ltd, have been shipped for the European market, the Chutian Metropolis Daily reported.

The containers, carrying 936 engines, departed from the Yangluo Port in Wuhan on July 6, and will arrive at the Antwerp Port, in Belgium, through the Marine Silk Road.

The 1.2THP engine has won the “International Engine of the Year” award by Engine Technology International magazine in the 1.0 litre to 1.4 litre category for three consecutive years.

The PSA Group has five engine factories worldwide, among which only two can produce the 1.2THP engine. The first factory is in France and the second is the Xiangyang factory of Dongfeng Peugeot Citroën Automobile.

As cars equipped with the 1.2THP engine sell well in Europe, the French factory’s capacity is insufficient and needs more imports from China.

In September, the Xiangyang factory

received an order for 60,000 engines from the PSA Group. The factory assembled six sample engines in November and did not receive any complaint.

“It means Chinese engines have reached the same manufacturing level as Europe,” Fu Weimin, Xiangyang factory director, said.

The engines have been equipped in Peugeot 2008, 308 and 408 models, as well as Citroën C4L models. After being exported to Europe, the engines will be put onto the European market and used in the European version 3008 and C4L models.

China Daily



EU approves Peugeot PSA takeover of Opel

6 July 2017

The EU’s competition authority has approved the blockbuster takeover of Germany’s Opel by France’s Peugeot PSA that will create Europe’s second-largest carmaker after Volkswagen.

PSA – which also owns Citroën and DS – agreed in early March to pay some €1.3 billion (US\$1.46 billion) for Opel, a storied German firm owned by US auto giant General Motors for decades, as well its British subsidiary Vauxhall.

“The European Commission has unconditionally approved the acquisition of Opel by Peugeot, under the EU Merger Regulation,” the Commission, the EU’s executive arm, said in a statement.

“The Commission concluded that the transaction would raise no competition concerns in the relevant markets,” it said. Despite remaining a familiar sight on German roads, the carmaker with the lightning logo and its



British sibling Vauxhall have not booked a profit since 1999.

Based in Ruesselsheim outside Frankfurt, the company was Germany's largest carmaker for decades before losing the crown to Volkswagen.

The EU said the combined market shares of the two companies were relatively small in all the bloc's national markets, only exceeding 40 percent in Estonia and Portugal.

Opel and Vauxhall employ some 35,600 workers between them at 10 factories across Europe, around half of them at three plants in Germany.

Experts agree that Opel has not matched the success of other manufacturers like Ford or PSA in reducing over-capacity. AFP



2018 Peugeot 3008, 5008: Initial Australian details revealed

by James Wong
18 July 2017

First Australian details of the 2018 Peugeot 3008 and 5008 SUVs have been revealed ahead of the new pair's local launch.

While full pricing and specifications are still to be confirmed, the French manufacturer's local arm has divulged that its CX-5 competitor, the 3008, will offer high levels of standard equipment and technology, including a 12.3" (310mm)

digital instrument cluster and an 8.0" (200mm) touchscreen infotainment system across the range.

Kicking off the four-strong line-up will be the entry-level Active, which scores the aforementioned driver's and central displays, along with autonomous emergency braking (AEB), dual front, side, and curtain airbags, driver attention alert, cruise control with speed limiter, along with speed limit recognition.

Next up is the Allure, which so far we know comes with keyless entry and push-button start, dual-zone climate control, aluminium roof rails, rear privacy glass, satellite navigation, DAB digital radio, and 18" alloy wheels.

Compared to the equivalent version in Europe, the Oz-bound 3008 Allure, cur-



rently the only model somewhat detailed by Peugeot, misses out on idle stop/start technology, and gets different interior trims – there are no images to illustrate this, however.

Optional equipment on the Allure grade includes electrically-adjustable massaging front seats, wireless phone charging, a panoramic sunroof and full-LED headlights – the latter coming standard on the GT-Line and GT variants.

Alloy wheels ranging from 17” to 19” are available, while luggage capacity is rated at a competitive 520 litres with the second row in place and expanding to 1482L with the rear seats folded flat.

For further details on GT-Line and GT models, we’ll have to wait until closer to the 3008’s Australian launch.

Regular versions of the 3008 will come exclusively with a 1.6-litre turbo-charged petrol engine, developing 121kW of power at 6000rpm and 240Nm of torque at

1400rpm.

Drive is sent exclusively to the front wheels via a six-speed automatic transmission.

Additionally, the range-topping sporty GT model gets a 2.0-litre turbo-diesel unit, producing 133kW of power at 3750rpm and a meaty 400Nm of torque at 2000rpm.

The larger 5008 on the other hand, will be the company’s first seven-seat SUV when it arrives in Australian showrooms.

Set to take on the likes of the Skoda Kodiaq, the 5008 so far has only been detailed to some extent in flagship GT trim, and like its little brother, it should be loaded with kit.

According to materials passed on by Peugeot’s local arm, the 5008 GT will feature nappa leather trim, keyless entry with push-button start, dual-zone climate control, 19” alloy wheels, electrically-adjustable front seats with massage function, aluminium pedals, full-LED headlights with cornering lights, privacy glass, and the driver assistance package – the latter being optional back in Europe.

Despite being the French automaker’s first seven-seat SUV, the third row of seating is listed as optional, as is an automatic tailgate, wireless phone charging, and a panoramic sunroof.

The 5008 GT will come equipped with the same 133kW/400Nm 2.0-litre



turbo-diesel as the 3008 GT, with drive also sent to the front wheels via a six-speed automatic transmission.

For more details, however, we’ll have to wait until the local launch of both models.

The 3008 is due in showrooms from next month, while the new 5008 is expected – although not confirmed – to follow in early 2018.

Caradvice.com.au





Sydney in the 1960s - a 403 at the top of William St – when the parking was easy in the city

Tailgate troubles

The Peugeot 4008 and Citroën C4 Aircross were recalled in June for a suspected fault of the vehicles' tailgate gas springs.

An insufficient anti-corrosion coating was applied to the end cap on the outer tube of the tailgate gas springs, which could cause corrosion, the distributor said.

If the condition occurs, the end cap could break, and shoot into whoever is operating the tailgate, or cause the tailgate to fall suddenly – as there is no assistance from the struts – potentially causing an injury or accident.

Affected 4008 units were sold from 2 April 2012 through 31 December 2015. Aircross models were sold from 1 June 2012 through 31 December 2013.

Go to www.productsafety.gov.au or try this link: <https://goo.gl/Q9FbES>

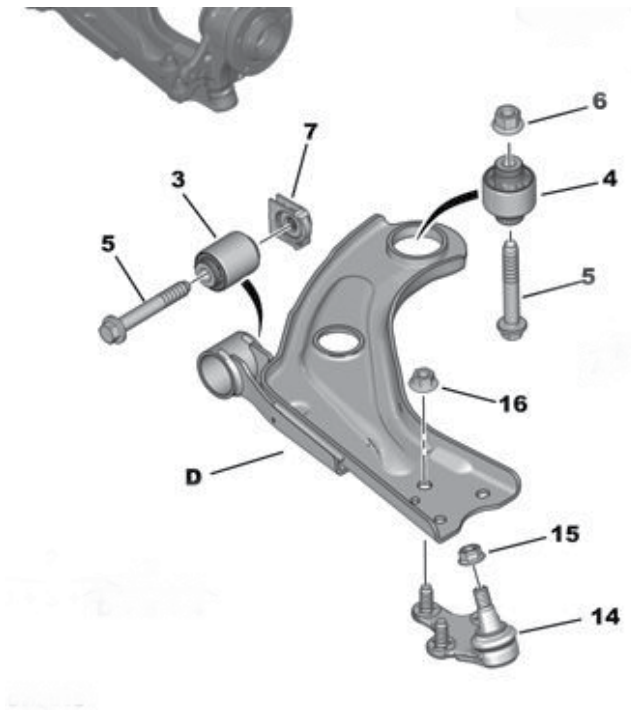


Wishbone wobbles

Peugeot Australia has recalled 275 Peugeot 308s, available for sale from 2 January 2015 to 31 January 2015, for replacement of the front suspension wishbone bolts.

The recall states that the bolts may not be the correct specification and may break, leading to wheel and steering control issues.

Go to www.productsafety.gov.au and do a search or try this link for a list of VINs affected: <https://goo.gl/hiJUKU>.



L'Aventure Peugeot buys Neo-Retro

Paul Watson
July 2017

Neo-Retro, which has long been the main supplier of parts for older French cars, has been sold to L'Aventure Peugeot, which runs the Musée Peugeot at Sochaux in eastern France.



Our Paris correspondent, Guy Nol-leau, reports that the company was bankrupt and L'Aventure bought it for the cost of their parts stock.

Neo-Retro customers have been complaining for some months that the service was very poor and many parts were out of stock.

One PCCV member ordered some Bailey channel clips for a 404 but the ones that arrived were 50 per cent too big. Then Neo-Retro refused to pay a refund until leaned on by French enthusiasts.

The late Gordon Miller introduced Australians to Neo-Retro back in the early 1990s and even had their 203 and 403 catalogues translated into English. In those days the prices were in Francs, not Euros, orders were sent by fax and payment was made by bank draft.

A Neo-Retro catalogue shown on the previous page is from pre-Euro days. The price was 20.07 francs

Torque

The spoils of oils

Just as 'oils ain't oils', Mike Birks wants to clarify that Bob Holden was never the owner of his 203. 'God, perish the thought!!'

The car was purchased new from Harden and Johnston, William Street, Sydney in mid 1955 by a farmer from Berrima in NSW. He had no licence or driving ability and bumped into a tree on his way home from the Surveyor General late one night. The car was literally two days old.

Janet Cowley from Moss Vale purchased the slightly damaged car [front right mudguard and grill] but the vehicle was actually paid for by Mr Stephen Stuart [Janet's brother].

The car was used as daily transport for many years together with competing in local car club Gymkhanas and Hill climbs in the Southern Highlands.

Steve and Greg Cowley rebuilt the engine and did all the usual performance mods, including fitting 403 pistons and liners. Many, many hours went into work on the cylinder head, reshaping the ports and fitting larger inlet and

exhaust valves.

The Cowley's subsequently purchase a new 404 and "Pugsley" was laid up. Bob Holden borrowed the car off Janet to compete in a historic race meeting at Amaroo Park, Sydney.

Many months later, when Holden hadn't returned the car to the Cowleys (despite continual requests), Brian and Steve headed to Sydney and reclaimed the car.

I purchased the car in 1991 off Janet and set to rebuild the engine with Steve's assistance.



A tale of woe (but also one of trust and good fortune)

Mike Jolley

In 1993 an enthusiastic group of adventurers from the 'goldtown' of Ballarat had prepared and entered a Peugeot 404 wagon in the Bondi to Ballina Variety Club Bash.

The group comprised Geoff Ryan (co-ordinator), Philip Vawdrey, Alison Cummins, Steve Moneghetti and me. The car was painted gold, to reflect Ballarat's heritage, and had a goldpan imbedded in its bonnet. We were generously sponsored by Mars Confectionery, whose factory was based in Ballarat, and by the City of Ballarat.

The then Peugeot dealer in Ballarat, Gardon Motors, provided a 405 SRI wagon as a support car for the additional participants; a representative from Mars and one from the City of Ballarat.

Philip was the engineer, concept developer and indefatigable worker in the preparation of the vehicle. I was the 'gofer'. Philip was meticulous in his preparation. The only thing we didn't rebuild was the motor. You know the old saying, "If it ain't broke ..." It was a great trip and a lot of fun.

We met with the then Prime Minister, Paul Keating, who was most impressed with our "Spalding pneumatic suspension" ... nine tennis balls in each of the four rear coil springs.



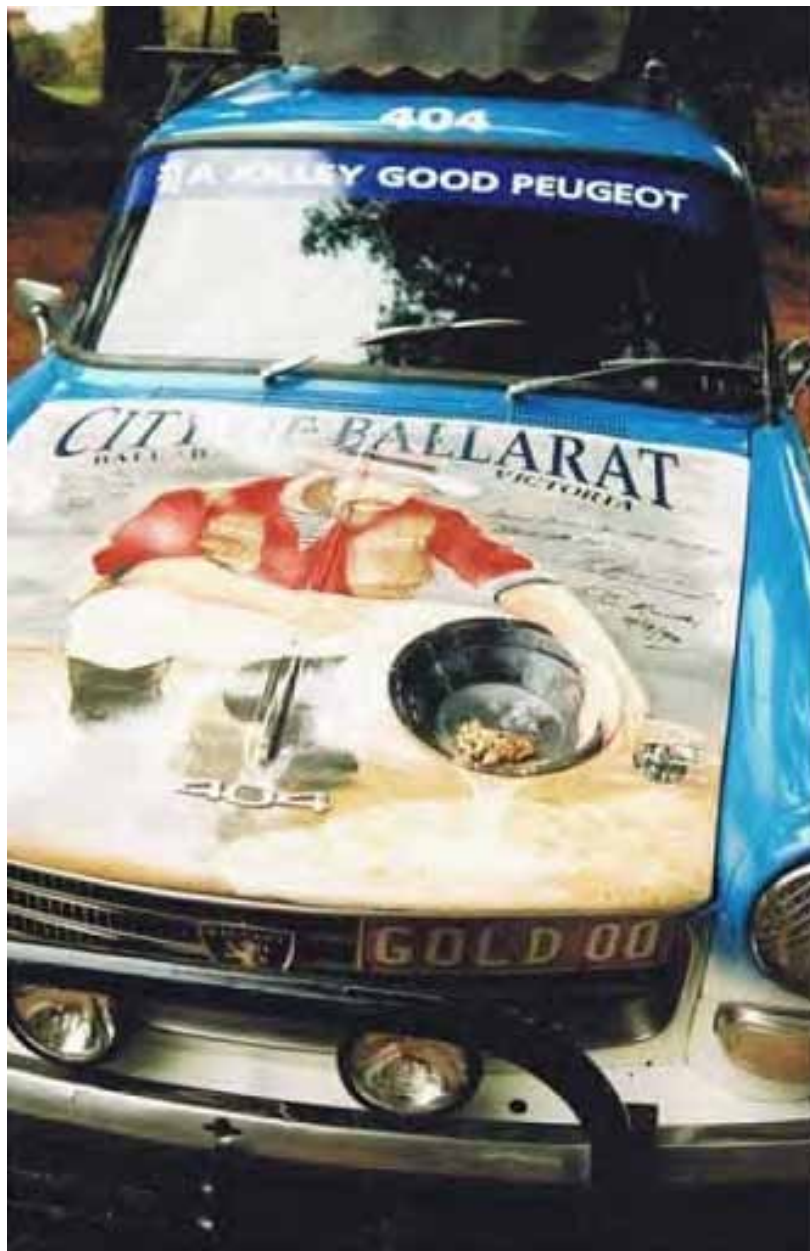
He was so impressed he said: "I'd better get a set of those for the bloody limo!" That modification sure put an end to bottoming out! There is another funny story relating to our visit to the PM on that day which I will tell at another time. In all that Paul Keating was gracious, incredibly knowledgeable and received us very warmly. He wrote on the bonnet next to the gold pan, "Always panning for gold myself, political

One more river to cross..

gold that is." He then signed and dated it.

Fast forward to 1996. The car, now repainted in Mars blue-and-white livery, plus a couple of its original Ballarat Bash occupants, had already entered and completed the 1993, '94 and '95 events.

The motor, thanks to Peter Cusworth from whom we bought the car, was still sweet.



The bonnet of the wagon, with its embedded gold pan.

That was until the event of 1996 when we got to a small Aboriginal community at Urandangi, approximately 150km southwest of Mt. Isa.

Just before reaching Urandangi, the car developed an ominous knocking noise from the engine bay. Even I could hear it! We set out after our lunch break but after about five km the car finally protested and failed to proceed.

Inspection revealed water pumping out of the exhaust pipe. Hmmm, a fine pickle we were in and such a long way from anywhere, and especially from home!

Fortunately, support vehicles always followed the many cars and sadly it was our turn to avail ourselves of the service. We sat out by the roadside in blazing heat with dust from other passing Bash cars and looked out on a barren plain with nothing to be seen but the horizon waiting for our rescuers.

They arrived, hooked us up and towed us 120km to the nearest town, Camooweal, some 200km west of Mt. Isa and on the main Barkly Highway.

By that time the front of the car looked like it had been in a shoot-out with Clint Eastwood. Stones (no, boulders!) had been peppering the windscreen, lights,

grille and paintwork. Oh, what a sad case it looked.

In the Camooweal pub, we were introduced to the owner of an ex-service station opposite the pub who, encouraged by other locals, reluctantly permitted us to use his workshop and hoist to enable me to remove the sump and assess the damage.

Removal revealed chunks of alloy littering the pan ... one cylinder liner had split and the side of the piston was missing.

Ouch, major surgery required. Faced with a prolonged and unexpected 'holiday' in Camooweal, my navigator and co-driver Paul Milne and I booked in at the pub. The other crew members had gone on ahead.

I phoned Lew Partridge in Brisbane and ordered a matched piston and liner set and rings to be delivered in two to three days by Greyhound coach. What to do in Camooweal for a couple of days?

Paul and I settled into the pub that night and observed 'apartheid' in its ugliest form. We and many other introduced species ate, and drank in the main bar while the local Aboriginal people were confined to a corrugated iron-clad walls and windowless room at the other end of the pub where they were served beers through a metal grille.

The noise and the aggression we heard was discomforting. I went to sleep with fingers in my ears. The following morning, we were unpleasantly informed to pack up 'our bongoes' and get out of the workshop.

The owner, who shall remain any-



Truckie Peter lifts the wagon on to his flattop rig.

mous, declared that he didn't trust us 'southern bastards' and that we would steal his tools, etc. We protested our innocence and said that the Variety Club would attest to our genuine need ... but to no avail. We were out on the street with a car we had to push away from his workshop.

Feeling dejected and considering our options, Paul and I sat on the gutter outside a haberdashery shop drawing circles in the dust with sticks, with the car parked by the roadside.

The lady owner asked what we were doing and we related our tale of woe. She said: "Him? He's me brother and he's such

transporter. He asked about our 'holiday' in Camooweal and we again related our tale of woe. "No worries," said Peter.

He went to a friend who loaned him a forklift truck and within fifteen minutes

a miserable bastard!"

We were at the big Shell service station on the west of town having morning tea and happened to get talking with a bloke named Peter, a transport owner/driver who was returning from 'way over west' with a large

he had lifted the wagon onto his HUGE flat-top rig and we were on our way to Mt. Isa.

Peter owned a transport company in Mt. Isa and made us most welcome to use his premises and any of his tools. In an enormous shed he forked the 404 wagon up high, placed a 44-gallon drum under each wheel and gently lowered the car onto the drums.

In addition, he placed his forklift under the car on the passenger's side 'for security'. He then left us with unrestricted access to the lunchroom, toilets and bedding in the rear of a couple of his trucks!

Greyhound Bus Co. was contacted and we arranged for the parts now to be delivered in Mt. Isa. It gave us time to cool our heels and have a look around Mt. Isa.





The 404 wagon was stripped back to its bare shell for painting in 1993.

We met the bus at the appointed time. Fortunately, it was ahead of schedule and Peter had given us a vehicle to meet the bus. About 7pm I placed a ladder against the driver's side mudguard and began to dismantle the engine.

I worked up on top then descended the ladder to operate under the motor. Paul was now my 'gofer'; he passed me the tools as required.

The motor was dismantled and inspection of the removed components revealed

evidence of white heat. It appears that the fuel mixture was too lean and it was overheating in the chambers. If one was affected, then the remaining three were suspect. It was essential to replace all four. The replacement seals, sleeves, pistons and rings were inserted and the rebuild began, with Paul identifying parts and passing them as required. All settings were readjusted accordingly,

especially the mixture!

A number of hours later we washed our hands and started the engine. Letting it run for five or so minutes and satisfied that the job was done, at 1.30am we each found a bed in the back of a transporter Peter had organised and called it quits.

At 6am we again met Peter, who lowered the 404 off the 44-gallon drums, again with his industrial-size forklift. The head was retorqued and all checks made. He bade us farewell on a frosty morning and we could never thank him enough for his kindness, generosity and trust.

Bravely, and nursing a 'new' motor, Paul and I set out west to catch up with the main group, now two days ahead of us. Back through Camooweal with a multi-finger salute to "the miserable bastard", through to Tennant Creek then up the Stuart Highway to Katherine where, 17 hours since leaving Mt. Isa, we found the main bunch just turning in.

No socialising, no tent, so exhausted, we rolled into our swags on the soft grass by the car. Ah, bliss! Bright-eyed and bushy-tailed we were ready to line up to be checked out to travel to Fitzroy Crossing at 8am.

That fantastic 404 wagon then took us north through to Darwin and, then more importantly, south back home. I remain deeply indebted to a wonderful rescuer, Peter, who trusted us and could not have been more helpful. I visited him in Mt. Isa many years later on a private trip. He remembered us and our crisis. Of that he said: "Glad to see another old Pug on the road again."

Epilogue: Peter Cusworth later bought the car back but declared it too fatigued to be resuscitated after a real life, Repco rallies and four Variety Club Bashes. It became a donor.

Torque







**Peugeot Association of Canberra
Minutes of the General Meeting
27 June 2017 at the Weston Club ACT**

Persons Present

Brad Pillans	President
Allan Lance	
Neil Birch	
Mitchell Curran	
Jenny Lucas	
Stephen Lucas	
Neil Sperring	
Ian Brock	
Greg Francis	
Bill McNamee	
Peter Rees	
Hannu Mannering	
Jane Turbayne	
Colin Handley	
Glen Bryden	
Peter Flanagan	

Apologies

John Bower
Ross Stephens
Maia Parker-Sloan

Introduction

1. The meeting opened at 8:22 pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were circulated and accepted.
Moved Brad Pillans, seconded Ian Brock; carried.

Matters arising from the Minutes of the previous meeting

3. Nil

Financial report

4. The current bank balance is \$11,430.64

Secretary's report

5. Inward correspondence
a. Letters from CAMS, Peugeot Car Club NSW (French Car Day), Bendigo Bank (term deposit), CACTMC, Domain Registration

6. Outward correspondence
a. Nil

Council of ACT Motor Clubs (CACTMC) Report

7. NSW 60-day scheme is operational; ACT may follow
Club affiliation fees are due – Brad to arrange payment and paperwork
CACTMC review is underway

General business

8. Main Points of General Business as follows:

The Battle of Waterloo event (18 June) was reviewed and deemed to be a great success; Brad to send a letter of thanks to Queanbeyan-Palerang Regional Council

The PAC website and domain registration were discussed – follow-up by Mitch, Bill and Neill
Stephen led discussion on possible Bastille Day celebrations. Members to be asked for expressions of interest and suggestions

Close

9. The Meeting closed at 9.06pm. The next meeting will be held on Tuesday 25th June 2017.