

# ROAR

Magazine of the Peugeot Association of Canberra



May 2017



- 02 President's Report
- 03 2017 Committee
  - Who's who in PAC
- 04 Calendar
  - Club Events 2017
- 05 Calendar
  - French Car Drives 2017
- 06 Calendar
  - International meeting 2017  
L'aventure Peugeot
- 07 Events
  - Battle of Waterloo 18th June 2017
- 08 Classifieds
  - For Sale/ Parts/ Wanted/ Wrecking
- 11 Projects
  - Ownershop and restoration of a 203 Wagon
- 16 Pageant 2017
  - A couple of pics for framing
- 18 News
  - Peugeot, Citroën and DS set for local revamp
- 19 News
  - Opel bears fruit for PSA in Aisin gearbox talks
- 20 News
  - 2017 Peugeot 308 facelift revealed
- 21 News
  - Peugeot gears up with nuTonomy for self-driving vehicle test
- 22 News
  - Diesel fights back: Peugeot leads the way for a new generation of cleaner oil burners
- 23 History
  - Peugeot Torque 2016
- 25 Minutes
  - PAC Club Minutes 28 March 2017



**On the cover** Tony Watson's 203 wagon mid-restoration. For the whole story on its discovery and restoration go to Page 11. Photo Tony Watson.

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,

With the Peugeot Pageant being held in Merimbula over the weekend of 22—23 April and the scheduled club meeting (Tuesday 25th) coinciding with ANZAC Day, we made the decision to cancel the April meeting.

This month we will be back at our regular haunt, on Tuesday 23 May, at the Raiders Weston Club, starting with dinner at 7 pm.

The Peugeot Pageant in Merimbula, organised by the Peugeot Car Club of Victoria, was a great success – the weather was excellent, the events well organised, and everything pretty much went according to plan. Most participants, including Sue and I, stayed at the Black Dolphin Motel – comfortable and reasonably priced and only a few hundred metres from the beach. Not that there was much time for beach activities, though Sue and I did manage a very pleasant early morning walk on

one day.

The pageant activities followed the tried and true formula of previous events – welcome dinner (Black Dolphin Motel, Friday), concours d'élégance (Sat morning), Motorkhana and driving skills (Sat afternoon), observation trial (Sunday), presentation dinner (Golf Club, Sun night), farewell breakfast (Black Dolphin, Mon morning).

The concours was held in the grounds of the Sapphire Coast Historic Vehicle Club – a fantastic club amenity with a huge workshop and meeting/dining room set on several acres of semi-bushland, near Pambula.

The Lion-up was terrific, with Keith Bridge's newly restored red 202 (NSW club) taking out the judge's trophy. This is the first roadworthy 202 that I have seen and it was a real highlight, not only for me, but for all participants. Worthy runners up were Richard Marken (QLD, 504 cabriolet) and Sam Mechkaroff (VIC, 404 cabriolet). My 508 finished in the top 10, but it's hard to outgun a beautifully restored older Pug.

After lunch in the PCHVC dining hall, pageant participants opted for either a motorkhana competition or a driving skills event, both in the grounds of the PCHVC. I participated in the motorkhana event, held on a gravel surface that challenged all drivers. Flash Flanagan did a sterling job as the timekeeper and scorer. I chose to drive Sue's 308 (6 speed auto) as it is much more nimble than the 508 on tight motorkhana courses.

Although I was competitive in most events, I clipped a flag in one event and was heavily penalised, crulling any chance of a podium finish. Hard Luck story of the motorkhana was Robert Rigg (NSW, 205 GTI), whose car came to a stop with a failed gearbox mount and a broken drive shaft. Phil Torode (VIC, 205) was the winner, with Graeme Wallis (VIC, 205) second and Geoff Boyd (NSW, 203) third. The driving skills event was won by Graeme Cosier (NSW, 406 wagon) with Jennifer Collier (ACT, 306 GTi) a creditable third. The observation trial, on Sunday, took us through

beautiful country in the Bega Valley, half way up Brown Mountain to Pipers Lookout, and then back down through Bemboka, Bega and ending in Pambula. Sue had to leave early, to drive to Mildura for ANZAC Day, so she dropped me at Pipers Lookout and I travelled back with Colin Handley and Dave Rowell in Col's 403.

As usual the questions challenged our observational skills and competition was fierce. With a bit of good luck, Sue and I finished equal first with Jennifer Collier (ACT) and David Besson/Gayle McKay (QLD, 407).

When results from all events were tallied, the NSW Club took out the Pageant Trophy, with Victoria second and the ACT third. I would like to thank the Victorian Club for hosting the event – they did a terrific job, and both Sue and I look forward to participating in the 2018 Pageant to be hosted by the Queensland Club at Boonah, in the Granite Belt of southern Qld.

The next big event on the club calendar is the annual Battle of Waterloo (French versus British cars) to be held in Queanbeyan Park on Sunday 18 June – the same date as the original BOW, 102 years ago. I encourage all of you to attend (and any friends with French cars) so that we can triumph over the Brits on the automotive battlefield.

Keep on Pugging,

Brad Pillans



# 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 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

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

Flash keeping time at the Pageant Motorkhana





## 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](mailto:aventure-peugeot@peugeot.com) /  
33(0)1 40 66 56 18





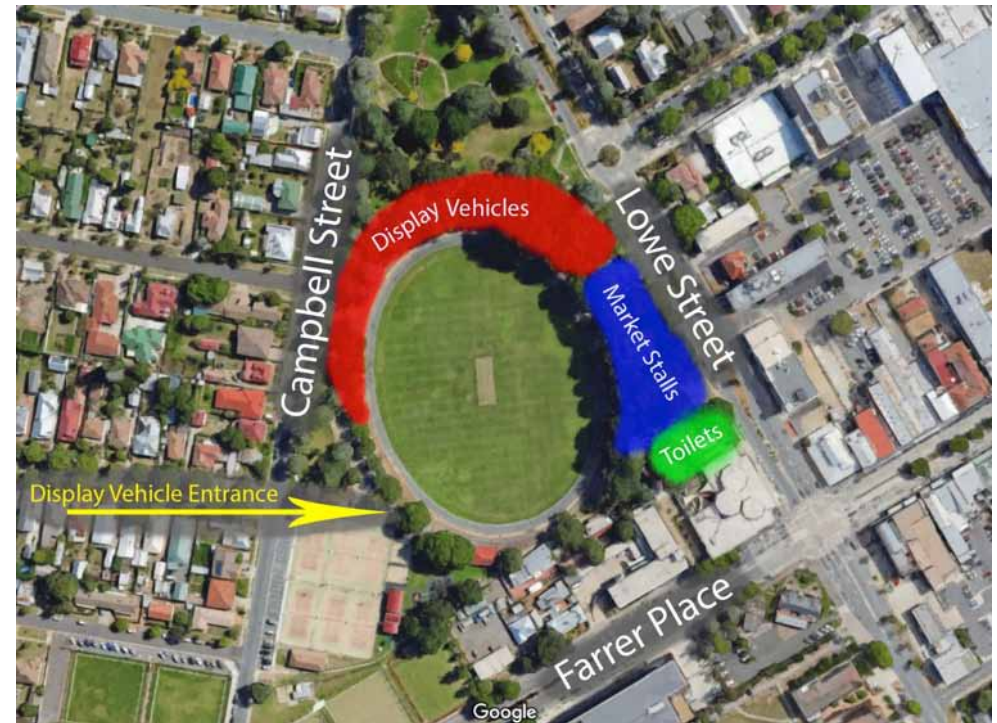
# Battle of Waterloo 18<sup>th</sup> June 2017

## 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](mailto:peugeotcanberra@gmail.com)





# 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



# 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 'concours' 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. Ian Hampton, Please ring 0400 528 115

### 406 sedan 2000



406 sedan HDi (2000) manual 320,000 km. Brakes need to be bled and suspension requires upgrade. I have owned this car for the past 4 years and it has been a reliable, strong car that won't quit. Has been managing 900km on a tank of diesel around town. Selling due to upgrade to a work ute. Otherwise, I would have invested the time into this workhorse and would have driven it forevermore. Strong, reliable and straight. Registered until August 2017, \$750.

James Wilson 0406 883 233.

### 406 HDi wagon 2004



406 HDi wagon (2004), auto and unregistered. Only requires a new diesel filter, otherwise sound car for town runabout. Great car for the road or for parts, \$400.

James Wilson 0406 883 233.



# 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

### 206 XR 2003



206 XR 2003, black, repairable write off, no rego, totally driveable 160k, cracked screen, damage only to rear quarter panel (repaired), 4 new tyres, tidy interior; \$650 ono, car in east Queanbeyan, 0414 484 398.

## 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.

## 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

## Ownership and restoration of a 203 Wagon

Tony Watson

The story begins on a Saturday in October 1973 when I spotted a rather down at heel but complete 203 wagon straddling the footpath in Newcastle Street Fyshwick. The vendor was a purveyor of vehicles in what might be described as the lower echelons of the market. Bottom of the food chain would probably be a better description. A deposit of \$5 was handed over (a reasonable sum at the time) and the balance of the \$150 asking price paid on delivery the next Monday.

What I had bought smelt rather like a wet dog inside. It had curtains fitted at the rear on spring wire and a number of holes presented evidence of a recently departed stereo. A sprinkling of beach sand on the floors brought me to the conclusion that it had been used by an impecunious surfer. An argument between the rear and an immovable object had produced one flattened tail light and a crease in the tailgate.

Said purveyor of fine motor vehicles indicated to me that the head gasket had been recently replaced. I gathered that the cause had been a coming together of the fan and radiator, evidenced by new engine mounts, a new fan and a nasty gash in the rear face of the radiator – no apparent



leaks however. An interesting relief method for the subsequent boiling was a hole drilled in the radiator cap.

Driving away I noticed a pronounced clonking noise from under the floor. This was easily fixed by tightening the upper bolt on the rear engine mount. The tail light situation was resolved by fitting a couple of generic items and a little panel beating brought the number plate panel back to some semblance of shape.

Elimination of internal dampness was achieved by removal of the rather fetching aqua domestic carpet adorning the floors and the rotting remains of the originals underneath. A tail pipe was required for ACT registration and new spark plugs restored a semblance of power. For the record, a 203 running on two cylinders can just get across the average intersection before the lights change.

The next 18 months saw the wagon pressed into service as a second car. It became

my commuter and a removal van when we moved to our first house. I also found out that it was capable of hauling over half a ton of bricks, albeit slowly. During this time the main problem was regular overheating – no doubt caused by a semi-blocked radiator. Being somewhat financially challenged I attempted to resolve the problem by using domestic methods – a large dose of Rinso.

Needless to say this was ineffective and resulted in the wagon looking like a rabid dog when the inevitable boiling occurred and the suds escaped from the holed radiator cap. Another memorable experience was an electrical short caused by a loose regulator cover. The resulting under dash smoke caused an unceremonious abandoning of ship in the middle of Wentworth Avenue. The standard Peugeot battery isolation switch is certainly useful on occasions such as this.

Increasing oil consumption was partially reduced by regular drafts of Wynn's Charge, a popular fix of the time, but declining power remained a problem. I was finally forced to investigate the underlying cause and discovered that all the rings had broken, taking the piston lands with them. Compression was sadly lacking. Given the overall mechanical condition and the 35,000-odd miles recorded I concluded the wagon had a fairly hard but short life in the country and was subsequently stored. The previous surfer owner probably recovered it from storage, gave it a thrashing without changing the oil and the rest was history.

An overseas posting in 1976 saw the





wagon stored in a friend's country shed where it endured regular anointment by possums and rats. A preservative coat of dust added to the patina while it sank into the dirt floor. A rush of blood to the head (nostalgia?) saw me recover it in 2008 when my financial situation improved and restoration skills had been honed on my 1925 Dodge roadster.

Retirement at the end of 2010 was the impetus to tear, literally, into the restoration. In the interim I had determined what parts were necessary for the restoration and accumulated some which were readily available. Prominent amongst these were rubber components as nearly all had deteriorated to extinction after 32 years in the shed. My approach, in the interest of ultimate reliability, was to use new old stock or reproduction parts wherever possible.

By this stage I had managed to determine exactly what I had to work with.

The wagon is a 203U6A with a 1601 prefix chassis number. The U6 is a panel van and a U6A is a wagon. In June 1954 the C3 all synchromesh gearbox was introduced and at the same time chassis numbers were revised – the sedans to a 1701 prefix and U6 series to 1601. This means that my wagon was the 982nd van or wagon with a C3 gearbox.

Given production volume at the time and as it was assembled in Sydney by Harden and Johnston the kit probably left France in late June 1954. I also discovered that my late father, who was a Peugeot agent in Young, sold an identical wagon with a local assembly number (73) one after mine. This vehicle was delivered from Harden and Johnston on 3 August 1954 and had a chassis number 409 higher. The only other 1954 U6A I have seen (in terminal condition) was assembly number 59 with a chassis number 166 lower. For this I can only conclude that the kits assembled in Sydney were a grab bag of chassis numbers.

When the wagon was stripped to bare shell and the mechanical elements unceremoniously dumped around my shed I found a 203 devoid of structural rust – possibly unique. My theory regarding this phenomenon is the aforementioned country storage in its early life and subsequent lack of use. However, I could see how such rust could have occurred if the quantity of

dust behind the sills had been wet or water had leaked through the somewhat haphazard sealing of the body joints.

First step in refurbishing the otherwise sound body was elimination of the paint, surface rust and underseal. The latter was somewhat of a worry to me as my initial attempts to remove this foul tar-based stuff were far from satisfactory. Application of mechanical means such as a high speed wire brush only resulted in it melting and spreading. I was nearly resolved to scraping it off followed by some form of solvent. It was also liberally applied to the inside of the floor so the task looked overwhelming.

As I intended to use the painter in Goulburn who had done a more than satisfactory job on my Dodge it appeared logical to use a local abrasive blaster to remove the paint. The blaster assured me that he could also remove





the underseal and so his services were engaged. His method was to use soda on the upper panels and garnet on the underseal. To my amazement he achieved a clean surface where before there was a black mess. On providing him with a large wad of legal tender I asked about the underseal. His response was much shaking of head, muttering and sucking of teeth.

Moving the stripped body around my shed and transporting it on a trailer to Goulburn was facilitated by construction of a wheeled dolly in Bunnings' best treated pine. This arrangement was appreciated by all concerned, particularly the painter who was able to wheel it around his workshop

and in and out of the spray booth. The dolly is now in the care of Colin Handley if anyone should need it.

Paint was completed in the original Arunta Beige with a grey interior. While the two-pack finish applied is probably too shiny for the purist in me the painter claimed that he was unable to guarantee any work done in currently available acrylic lacquer and of course the original nitrocellulose finish (Duco) is long gone.

While the body was receiving attention elsewhere I focused on making up new wiring.

The original was best described as a bushfire looking for somewhere to happen. This task was easier than I anticipated even though some cut-and-shut had been used in the past to accommodate long departed accessories. The installation of the aforementioned stereo had been a particularly nasty bit of bodging. For the record, all 203s use three separate wiring looms, between the front lights, dashboard and charging circuits and rear lights and trafficators. This simplifies

the task remarkably.

Laying out each of the old looms on a large board allowed me to duplicate them in black cotton-covered wire which looks remarkably like the original but actually has an underlay of PVC. Identical replacement loom tape was easily available, all materials coming from Vintage Wiring in Melbourne. Although the terminals no longer have numbers like the originals it's pretty easy to follow your nose through the maze.

The rear axle and suspension were disassembled and cleaned. New inner, outer and torque tube oil seals were fitted. Although the worm wheel showed some pitting it was left







*in situ*. All suspension bushes, shackle pins and hangers were replaced, the latter being new old stock from France. The front axle received similar treatment with new wheel bearings, spring pads and rack boots.

Shock absorbers were all OK and were just drained and refilled. All the running gear was painted with black KBS urethane for durability. A tip for the unwary – before attacking the front suspension have it steam cleaned. I omitted this step and ended up with a foul task undertaken with a toothbrush and petrol.

The gearbox was OK and left alone other than receiving paint and new linkage pivot sleeves which I made.

The engine got the works – new pis-

tons and sleeves, standard bearings, timing chain, hard valve seats and water pump kit. Insert bearings in replacement con rods were used instead of the direct metal originals – a sensible and cheaper alternative. All was carefully cleaned and balanced. A refurbished clutch completed the ensemble. The exhaust is of original pattern from France although only a LHD engine pipe was available. This required some variation in direction and the addition of some 50mm in its downward passage.

The radiator was re-cored. The replacement is four tubes wide rather than the original three. With a new thermostat, modern coolant

and regular flushing I hope that the lack of a temperature gauge won't present me with problems in the future. To date all is well.

All brake cylinders were replaced with new items, shoes relined, drums skimmed and I made up new lines. Reproduction handbrake cables were fitted.

The fuel tank had been left half full and was a mess. The only way I could clean it was to cut out the top and have the interior sandblasted. In the process a nine litre bucket was filled with rusty stinking residue. After the top was re-welded the tank was given an internal

coat of KBS sealant. The sender float was replaced with one made from a cork fishing reel and given a coat of urethane – more durable than shellac with modern fuel – particularly if E10 gets used in an emergency. A new fuel line was also made.

Interior plastics present ongoing problems for the 203 lover. I managed to get a reproduction plastic covir made in Finland from a more durable modern material. A couple of NOS dash knobs were obtained through French Ebay and door handle escutcheons from Germany. Steering wheels used in the 203U series are painted hard rubber rather than the sedan's plastic so a repaint in matching two pack after filling the cracks with epoxy fixed mine. There is variation between the





grey plastic originally used and that in later models and I'm resigned to the fact that some of my bits are different colours.



Rubber floor mats for the 203 are fast becoming extinct but I manage to source a pair of NOS lowers in France and a good gearbox cover from Colin Handley. The myriad other rubber and trim pieces were sourced either locally or from France. The only rubber section unavailable is for the fixed side window glass. This was in fair condition so application of superglue to unite the cracks and a dose of sealer gave an acceptable result.

Bright work involved paying for chrome

plating with headlight reflectors receiving similar treatment in silver. I polished the stainless steel with a kit from Bunnings – slow but effective. Deep marks in the stainless were picked up and filed out before polishing.

Upholstery was undertaken by my favourite trimmer in Goulburn. A direct match for the original non-stretch material was unavailable so I had to settle for a stretch vinyl in a slightly lighter brown. Similarly, I elected to have a furry synthetic headlining rather than the original wool – probably more durable in the long run. The only problem arising was that when the wagon arrived home I discovered that a trim screw under the headlining had pierced the rear wiring loom. One side of the headlining had to come out to find the offending item but at least I now know how to disengage it from the toothed retainer. The secret tool is a paint scraper.

Techniques used throughout the process include rust removal with an angle grinder and wire brush or garnet blasting in my very handy cabinet. Similarly, aluminium alloy and zinc die castings respond well to blasting with glass beads. In addition, I had to turn up and mill the heads on a few metric fasteners which I couldn't scrounge. Odd sized Phillips head screws were made by bringing their heads to red heat and driving a suitably sized screwdriver into a pilot hole – brutal but effective. Non-heat-treated nuts and bolts were cleaned and heat blued to provide some degree of rust protection. Zinc plated items were refurbished

with a small home plating kit.

So what was the end result? A very austere French workhorse rated to carry 450 kilograms. According to contemporary advertising this capacity combined with available internal space equates to two barrels of wine, 225 baguettes, 12 milk cans or three sheep – just what the average Frenchman needs. All this with a comfortable 80 km/h until you come to a hill.

Thanks must go to Colin Handley who provided me with a myriad of small replacement items and a rear window glass which I managed to break. His advice and help in engine fitting (it just slips in) was also invaluable.

And my next project – please see my wanted ad for a 172. Another rush of blood to the head – moi?







Rescuing Robert Rigg's 205 GTi





Bob Edwards watched by the timekeepers.



## Peugeot, Citroën and DS set for local revamp

16 May 2017

Peugeot, Citroën and DS look set for a local revamp following a change of importer for Australia and New Zealand.

Inchcape, the British company behind Subaru in Australia as well as the successful Trivett dealer group, has bought the local rights to Peugeot, Citroën and DS from Malaysia's Sime Darby Motors.

The retail network for PSA in Australia incorporates 57 sites, none of which are directly owned. Australian PSA vehicle volume in the past three years has been around 5,000 units a year, close to 10% of the volume of Inchcape's existing Australian distribution business.

The PSA Australia business is expected to be broadly profit neutral in 2017 and to make a positive contribution thereafter.

PSA executive Emmanuel Delay says the manufacturer is "fully committed to grow the presence of the Peugeot and Citroën brands in Australia", while Inchcape chief executive

Stefan Bomhard says the brands have "performed exceptionally in the past few years and their product pipeline is exciting, relevant and offers great growth potential in the Australian market".

"This distribution contract win adds meaningful volume to our Australian operations and I am excited about the potential to build an even stronger platform for growth, driving value creation for our shareholders and partners."

Inchcape will officially take over the brands from June 1. It will outline further plans at a later date, but it is expected that there will be price adjustments for existing models to make them more competitive as well as investments in improving the dealer network.

Existing owners of Peugeot, Citroën and DS vehicles will likely be unaffected with details such as warranty provisions carried over as part

of the change of ownership.

The local rights to PSA vehicles have been a source of automotive industry speculation for months.

Kai Bruesewitz, general manager of Peugeot, Citroën and DS in Australia, told reporters in February that "Sime Darby is not entertaining any speculation on any rumours to its businesses", and that the company's focus was on expanding its range in 2017.

Sime Darby's regional managing director, Patrick McKenna, says the company elected to sell its PSA business following careful consideration and negotiations "to ensure that the vast majority of our employees in both countries would be offered employment under their existing terms".

David McCowen, Drive and ShareCast News



## Opel bears fruit for PSA in Aisin gearbox talks

Gilles Guillaume and Laurence Frost  
Reuters  
May 17, 2017  
Paris

**P**SA Group is in talks to build Toyota-owned supplier Aisin's automatic gearboxes at one of its own plants, company sources told Reuters, in what would be an early reward for the Peugeot maker's purchase of Opel.

The combined scale of PSA and Opel has added impetus to negotiations with Aisin, the three sources said, helping to overcome the Japanese company's reser-

ventions.

The Opel acquisition announced in March, which valued the General Motors business at €2.2 billion (\$2.44 billion), brings "a larger sales volume and therefore more profitability for an investment," one source said.

PSA currently buys six- and eight-speed Aisin gearboxes made in Japan and China for its Peugeot, Citroën and DS brands. Assembling the six-speed in France would secure a competitive supply, reduce currency risk and help fill its own plants.

For Aisin, 34 percent-owned by Toyota and affiliates, it would establish a first European production base amid growing demand for automatic gearboxes, which currently equip about one in five PSA cars sold.

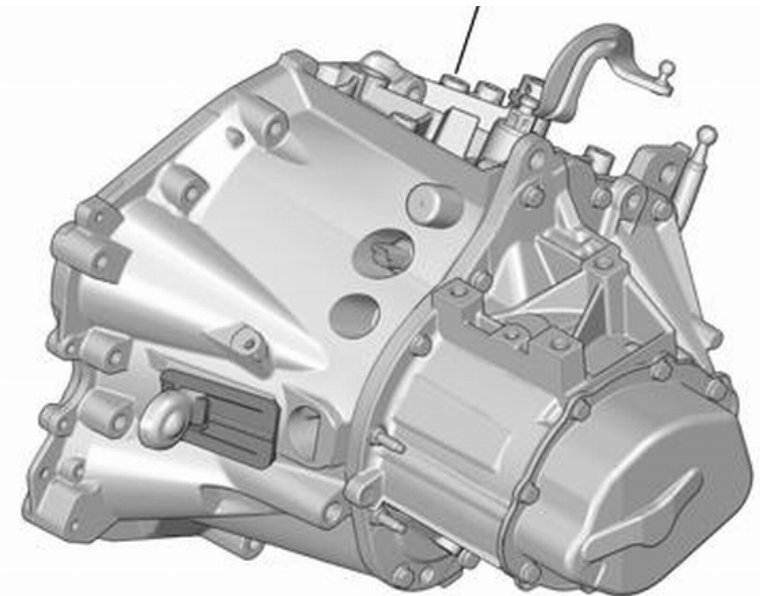
Automatics are less popular in Europe than in the United States, but their growth is set to accelerate with tighter emissions rules and demand for electric, hybrid and increasingly automated cars, to which manual gearboxes are unsuited.

PSA and Aisin both declined to comment, but Aisin has previously signalled an

openness to partnerships.

"We're absolutely not averse to joint programs with non-Toyota companies," President Yasumori Ihara said in January, the same month that PSA CEO Carlos Tavares told workers at his company's Metz transmissions plant that an unspecified production deal was under consideration.

But the proposal had made little headway until the tie-up with Opel, the sources said. An agreement could now be finalized within months, subject to successful closing of the Opel acquisition later in the year, and PSA managers may discuss the plans with unions in works council meetings next month.





PSA plans to redevelop future Opels with its own technology – as three models already have been under an earlier partnership – boosting purchasing clout and economies of scale.

Bringing production of automatic gearboxes in-house underlines their importance. Under Tavares, PSA has been outsourcing activities including some research and development to prioritize core profitability and future growth areas.

One option would be for PSA and Aisin to invest jointly in a new production line at a French site.

But PSA-owned production under license is more likely, reflecting the Japanese supplier's wariness over investing, sources said. That could evolve into a joint venture or outright sale once the plan had proved its worth.

Either way, the production investment would pit PSA's Tremery factory near Metz, eastern France, against the northern Valenciennes plant. While Valenciennes has more automatic gearbox expertise, Metz has more spare capacity.

"There's easily enough room on the Metz site," said Christian Lafaye, an official with the Force Ouvriere union. "They can come and install their tooling tomorrow if they want."

Automotive News Europe

## 2017 Peugeot 308 facelift revealed

May 09, 2017

New technology for Peugeot's popular small car – both inside and under the bonnet

**T**he Peugeot 308 will bring more driver assistance technology and a new eight-speed automatic transmission for 2017, the French car maker has confirmed.

A lone image confirms Peugeot's earlier leaked plans for the six-tier 308 line-up, comprising the Access, Active, Alure, GT Line, GT and GTi.

Cosmetically, the 2017 model sports a new bonnet and grille, new front bumper with revised fog lights, and reworked tail lights.

A suite of driver assistance and safety system borrowed from the 3008 SUV will also be available on the hatch, including autonomous emergency braking (AEB), active lane departure warning, adaptive cruise control with a stop-go function and a 180-degree rear-view camera and park assistant.

There are changes inside the interior, too. An updated infotainment system brings new 3D satellite navigation with real-time traffic updates, along with Apple CarPlay and Android Auto.

Similarly, there are some notable changes under the bonnet. The

308 GT's 2.0-litre four-cylinder turbo diesel engine is now tied to an eight-speed automatic transmission.

The entry model 1.2-litre three-cylinder turbo-petrol is said to offer enhanced fuel economy and emission levels, courtesy of enhanced combustion efficiency and a re-routed exhaust gas system. A new six-speed manual transmission will be paired as standard with the three-pot.

Peugeot has also hinted at a new four-cylinder turbo diesel engine called the Blue HDi130, rumoured to be 1.5 litres in capacity. A raft of fuel saving and emission initiatives are expected to help the diesel align with the latest Euro 6.c regulations.

Peugeot Australia is set to reveal timing and pricing for the 2017 model in the coming weeks.

Motoring



## Peugeot gears up with nuTonomy for self-driving vehicle test

3 May 2017

French carmaker Peugeot is partnering with Boston, Massachusetts-based tech firm nuTonomy to test self-driving cars in Singapore.

NuTonomy's software, sensors and computing platforms will be installed in Peugeot 3008 models as part of plans to develop the technology needed for large fleets of autonomous cars, PSA and nuTonomy said in a statement on Wednesday.

The latest PSA Group project seeks to work on "level 5" autonomous capable vehicles, which require no driver input, and will allow both companies to study how an "on-demand autonomous vehicle mobility service" performs, they said.

The combination is the latest between technology and automotive companies after Daimler, which owns Mercedes-Benz, unveiled an autonomous car development partnership with supplier Robert Bosch in April, while BMW has announced an alliance with chip maker Intel and Israel's Mobileye.

Autonomous driving in urban areas requires a more radical approach to vehicle design to help a car navigate inner city obstacles, said Anne Laliron, head of the Business Lab at PSA Group.

"That is the reason we jump on the opportunity to work with nuTonomy," Laliron said.

PSA Group will use the project to learn about what components make sense, Laliron said.

Following the initial phase of this partner-

ship, the companies will consider expanding their on-road AV testing initiative to other major cities.

nuTonomy, a software company founded by Massachusetts Institute of Technology academics and McKinsey management consultants was the first to begin on the road testing of driverless taxi services in Singapore in 2016.

Reuters





## Diesel fights back: Peugeot leads the way for a new generation of cleaner oil burners

Ray Massey  
13 May 2017

*They're not dead yet despite being under fire.*

Indeed, Peugeot's new diesel 3008 sports utility vehicle has just been named car of the year by motoring magazines Diesel Car and EcoCar — leading a field of 50 vehicles powered by the now controversial fuel.

Diesels give much better miles-per-gallon fuel efficiency than petrol variants and the latest generation Euro VI diesel engines are far cleaner than their predecessors, as car-makers point out.

They also pump out far less carbon dioxide which is blamed for global warming. But they are under siege for polluting the atmosphere — particularly nitrous oxides — which are blamed for breathing disorders and thousands of premature deaths.

Judy Murray, tennis coach and mother of Wimbledon champion Andy and his brother Jamie, recently took delivery of a two-litre BlueHdi 180 GT model from dealer Hardie's of Stirling, near the family's hometown of Dunblane in Scotland, for use with her Tennis On The Road coaching initiative.

The Peugeot 3008 SUV was also

named Best Medium SUV, having already been crowned European car of the year at the Geneva Motor Show in the spring.

Judging chairman and Diesel Car editor Ian Robertson said: 'Peugeot has created a real winner.'

'Its engines are refined and economical, while its suspension is ideally set up to smooth out British roads.'

Making up the rest of the top ten diesels were: the SEAT Ateca; Kia Sportage; Jaguar XE; Skoda Kodiaq; Land Rover Discovery; Volvo XC90; Skoda Superb; Volkswagen Golf; and Jaguar F-Pace.

Peugeot's award comes a week after the Government was forced by the High Court to publish its draft clean air policy

following a challenge by campaigning eco-lawyers at ClientEarth.

The Daily Mail



The Peugeot 3008 SUV was also named Best Medium SUV, having already been crowned European car of the year at the Geneva Motor Show in the spring.

Judy Murray, mother of Wimbledon champion Andy takes delivery of her two-litre BlueHdi 180 GT Peugeot 3008.

No 86

Jun - Mar 2016



# PEUGEOT TORQUE

Magazine of the Peugeot Car Club (Wellington) Inc



**Le Bistrot Lion**  
The Peugeot Foodtruck concept 2015



Is this the latest product from Peugeot?

*pic by Bollore*



Pope Francis riding in his Peugeot Hoggar Popemobile in Cuba



## NZ NEWS REPORT

**Oldest Peugeot in NZ - a new contender!** Motorbike enthusiast Trevor Barnes has sent us information on a Peugeot he has come across that can lay claim to be the oldest Peugeot in NZ. While Te Papa's type 54 Peugeot car dates from 1903, this Peugeot Perfecta motorcycle as pictured on the cover resides in Nelson's NZ Classic Motorcycle Museum and is a 1902 model. It features a 208cc Perfecta engine, with single speed belt drive. The bike was restored some time back and has been used subsequently in a number of classic bike events in England. It has been clocked at 51 kph, quite some speed, when you consider the roads it would have travelled on back in 1902. A bike like this can be quite valuable. A similar condition 1905 model Peugeot motorcycle is for sale in Australia at present and the asking price is a whopping A\$34,000. The museum is located at 75 Haven Road, Nelson.



*Pic by NZ Classic Motorcycles*

**Showroom news:** Newly arrived in our local showrooms are the 308 GT and GTI, both sporting hatchbacks, but with quite different DNA. The 308 GT has a 1997cc turbo diesel, producing 133kW mated to a 6-speed auto box with paddle shifters on

the steering column and stop-start technology. This gives the GT a 0-100km/h performance time of 8.4 secs, but with official combined economy figure of an amazing 4.0 L/100km. The specification list is equally amazing with the latest must-haves, like active cruise control, emergency braking assistance, colour reversing camera etc. Price for the 308 GT is \$49,990 +orc.

The 308 GTI is a good bit more at \$58,990 +orc. For this you get a 1598cc petrol injection motor producing 200kW mated to a 6-speed manual box with stop-start. The engine is ex-RCZ, and gives the 308 GTI a very credible 0-100km/h time of just 6.0 secs, and a top speed limited to 250km/h. The specification list is equally as impressive. Further details can be viewed on the Peugeot NZ web site at [peugeot.co.nz](http://peugeot.co.nz) and it cost not a cent!

On said web site Peugeot NZ is advertising a number of discounts on new Peugeots at the moment. Both 2008 and 3008 have significant savings on list price at \$3k and \$5k respectively, while the 4008 is available from \$28,990 +orc. Check this out with your local dealer if interested!

**Auckland dealership changes:** As mentioned in the Editorial column, the major dealership in central Auckland changed hands late last year. The dealership had been with Continental Car Services, located more recently at 227 Great South Road. For reasons we are not privy to, they decided to drop the Peugeot/Citroen brand, and vacate the site. This was picked up by the Armstrong Motor Group, who began operating from the same showroom from 1 October last year. Showroom picture from web below.



227 Great South Road, Auckland

*pic from web*

**Sales dive in 2015:** We regularly monitor monthly sales volumes for Peugeot as reported by the Motor Industry Association as a matter of direct interest in the health of the Marque locally. As a club we were around in the dark days when Peugeot sold just 74 cars in a year, and remember the impact this level of dealer activity had on ownership. In 2015 things were nowhere near that bad, but Peugeot did see a marked decline in sales volumes, with some 759 new cars sold compared to 1059 the previous year, and 1093 in 2013. Since our previous report, monthly sales numbers were July-53, Aug-62, Sep-50, Oct-79, Nov-80 and Dec-33. The magic figure of 100 sales in a month only happened in January 2015, compared to 5 such months in 2014. Into 2016 the pattern has continued with some 67 sales in January, 55 in February and 46 in March.

**New Scooter:** The range of Peugeot scooters has been increased with the arrival of the Peugeot Dtango, as pictured below. This 50cc two stroke has retro styling, and comes in three levels of specification. Prices start at about \$4,000, making it the most expensive of the range. With the current focus on e-bikes (with supplementary electric motor power) to get you up Wellington's hills on the way home from work selling for anything up to

\$5,000, the Peugeot scooter has a lot going for it.



**Wellington servicing changes:** You may have already caught up with the closure of the Fifeshire Avenue service centre operated by Armstrong Peugeot. We understand all Peugeot servicing is now carried out from their Railway Avenue centre in Lower Hutt, though there is a Peugeot/Citroen mechanic at Armstrong Prestige in the city. We are advised that Armstrong's expect this to be only a temporary situation and are anticipating reopening a workshop in Wellington later in the year in new premises.

### **Persons Present**

Brad Pillans      President  
Ross Stephens    Secretary  
Allan Lance  
Neil Birch  
Maia Parker-Sloan  
Mitch Jamieson-Curran  
Jane Turbayne  
Hannu Mannering  
Richard Morgan

### **Apologies**

Neil Sperring  
Greg Francis  
Col Handley  
Bill MacNamee  
Stephen Lucas

### **Introduction**

1. The meeting opened at 8:29 pm, following a convivial dinner in the Weston Club Bistro.

### **Previous meeting**

2. The minutes of the previous meeting were circulated and accepted.  
Moved Allan Lance, seconded Neil Birch; carried.

### **Matters arising from the Minutes of the previous meeting**

3. Brad reported that he had received a response from the NSW club, regarding distribution of their magazine, The Pugilist. It seems that our club address had dropped off their distribution database as we had not received The Pugilist in hard copy for some time. The NSW Club has a long-standing policy to send printed copies of The Pugilist to other clubs, rather than electronic copies. The PAC will be reinstated to the list and we can expect to receive printed copies again..

### **Financial report**

4. No report this month

### **Secretary's report**

5. Inward correspondence
  - a. One email from CACTMC
6. Outward correspondence
  - a. Nil

### **Council of ACT Motor Clubs (CACTMC) Report**

7. No report this month.

### **General business**

8. Main Points of General Business as follows:

- a. Brad reported that the annual Wheels display had gone well. It was held in Treasury carpark, which is not as nice a setting as the lawns of Parliament House, but has the advantage of being an all-weather surface. The PAC display was notable for including four 203's – two sedans, one panel van and one wagon.

- b. Brad reported that Mitch Jamieson-Curran was coordinating the planning for the Battle of Waterloo, to be held on Sunday 18th June, in Queanbeyan Park. The Queanbeyan monthly markets are also scheduled to be held in the park on the same day, providing an extra attraction for BOW participants.

- c. The April meeting is scheduled to be held on Tuesday 25th April, which is ANZAC Day. The meeting unanimously agreed that the April meeting should be cancelled.

### **Close**

9. The Meeting closed at 8.57pm. The next meeting will be held on Tuesday 23rd May 2017.

