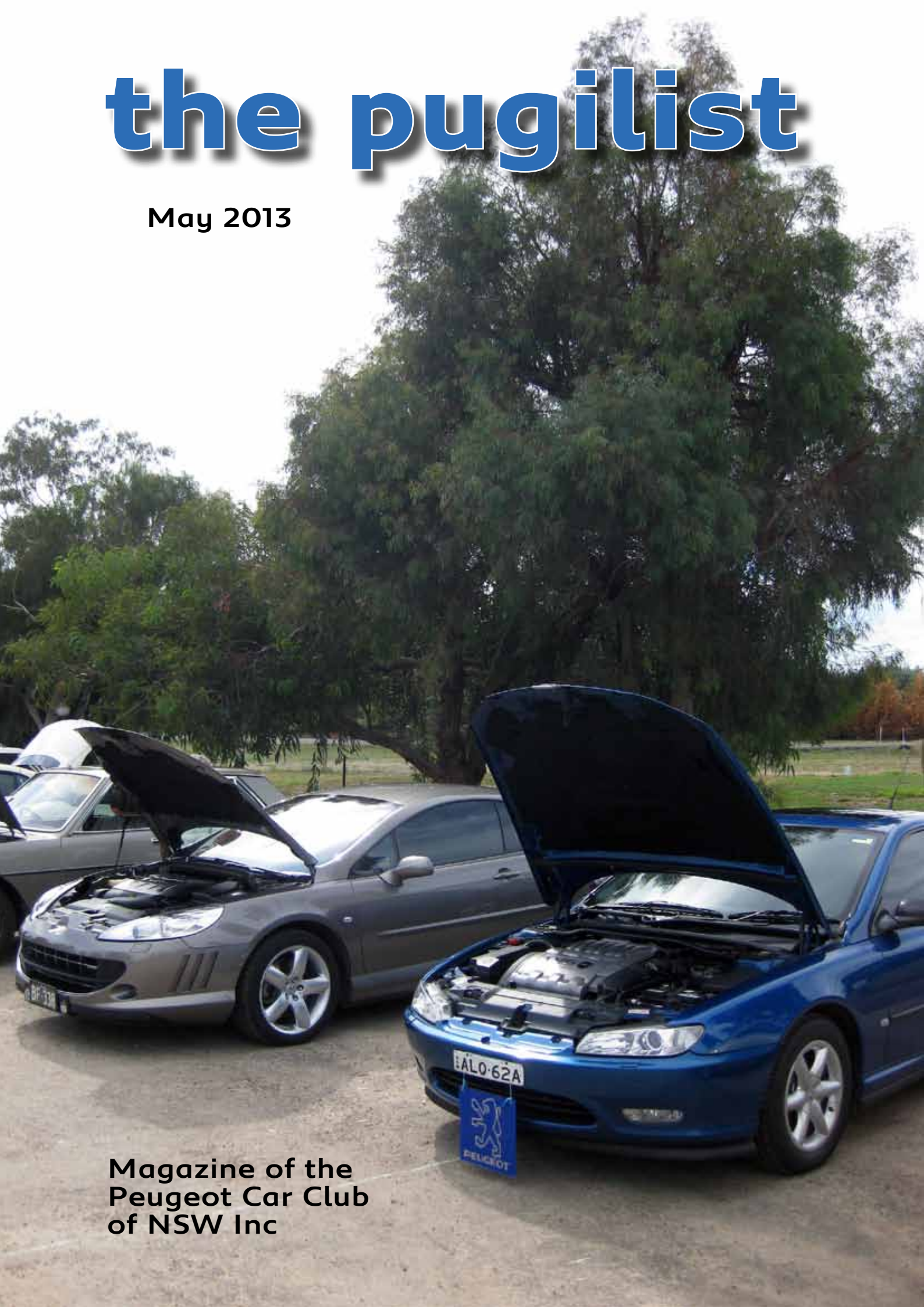


# the pugilist

May 2013



Magazine of the  
Peugeot Car Club  
of NSW Inc





Richard Marken's 605 Ute leads this lion up of Pugs at the 2013 Peugeot Pageant in Wodonga.

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# 208 T16 by Loeb



## Simon Craig

**T**HE COVERS HAVE finally been lifted from the Peugeot 208 T16 Pikes Peak racer that will contest the upcoming Pikes Peak International Hill Climb on June 30.

Nine-time world rally champion Sebastien Loeb will pilot the specially developed Peugeot 208 in the highly competitive Unlimited Class.

The event marks Peugeot's return to Pikes Peak after a 14-year absence from the notorious hill climb after memorable victories in 1988 and 1989.

Peugeot's 405 T16 claimed the back-to-

back victories in the hands of the legendary Finn Ari Vatanen and American Robby Unser.

Loeb counts among those who were struck by the awe-inspiring film 'Climb Dance' – produced to commemorate Vatanen's unrivalled success at Pikes Peak.

The 208 T16 Pikes Peak is an extreme take

It will be the nine-time WRC champion Frenchman's first attempt at the now all-asphalt 12.42-mile climb.

"Seb will make a record which will not be broken for a long time," said Vatanen, who won the event while also driving a Peugeot in 1988.

"As Americans might say: 'it will be awesome.' Light-heartedly, I say that he had to wait until the course was all Tarmac before he could beat my own record."

Loeb, who will drive the rumoured 850bhp, 850kg Peugeot designed specifically for the event, will not be hindered by a lack of experience according to Vatanen.

"It won't be a problem for him to remember the road," said the 1981 world champion, "but he will have to find the very special commitment needed for this hill climb."

"You cannot drive this road on the limit, you always need to have a little bit in reserve, a margin for error."

"If you do go off, then let's say the run off is going to be very soft for a while but there will be a very heavy landing waiting for you!"

— from *CarAdvice & Auto Sport*

## Ari Vatanen tips Sebastien Loeb to set new Pikes Peak record

on the standard 208 hatch. The width, body height, location of the wheels and engine are unique to the 208 T16.

The bodywork is completely carbonfibre and the aerodynamics package boasts the same rear wing found on the Le Mans 24 Hour-winning Peugeot 908.

While Peugeot Sport is yet to release any details on the 208 T16's engine and outputs, there will be two self-locking diffs to get the power down.

Even the cockpit is a surprise with its central driving position.

Former World Rally Champion Ari Vatanen has tipped Sebastien Loeb to set a new benchmark time for the Pikes Peak hillclimb this year.

## The cover

**The bonnets are up and the votes are in at the Wodonga Concours during this year's Easter Peugeot Pageant.**

Picture: Graeme Cosier

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Pictures: Red Bull Content Pool





# Mark scoops top award

Ross Berghofer

**M**ARK DONNACHIE was delighted to have been selected as Peugilist of the Year 2012.

His trophy was presented to him at the April club meeting, with the award being in honour of his raising sponsorship for the 2012 French Car Day.

The trophy was made by Roy de Visser who, members might recall, presented at a club meeting and told of his inventions.

For the trophy, I had given Roy the model car that forms the centrepiece of the trophy, and a concept to work with.

Roy made the trophy that Mark will keep, as do all PoTY recipients.

Further to my discussion in last month's president's report, volunteers are required to assist the club committee.

A decline in membership in the committee is not healthy: it places club authority in fewer members, and this is not a healthy consequence.

But on a brighter note, Auburn Council has approved the use of Silverwater Park for All French Car Day on Sunday, 14 July this year.

The hire rules are much stricter than in past years, with more information required in the application form, and tighter controls over the provision of food.

Hire of the field costs \$416, with a refund-



**Top Award:** Mark Donnachie (l) accepts the Peugilist of the Year award from Ross Berghofer

able bond of \$250. Those costs have been met by our car club and are intended to be recouped by entry fees.

Judges have been requested from the Council of Motor Clubs for judging the finalists cars.

I will be writing to other clubs to invite them for their members who have cars of a French heritage.

The newly developed rules of the event provide that in the final judging of best French car of the day, only a car whose owner is a member of a car club can be eligible for outright first. This is so that members of a car club are rewarded for their membership.

Owners of beautiful French vehicles but who are not members of a club can be eligible for a major, but secondary, trophy.

**Pictures:** Anne Cosier and Ross Berghofer



**Sporting:** Ross presents an award to Simon Craig



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## Committee Meetings

The venue for committee meetings has changed. We are now using a room at the Parramatta Workers Club, the same venue as the 40th anniversary dinner.

Reports are in that the food is better and access to a room without the noise of a club is welcome. This allows committee members to make noises of their own, in private.



## OASIS

**Tuesday, 7 May**

### Reg Short

**C**lub members are welcome to join the Oasis Run to the Baha'i Temple at Ingleside.

Sydney's Bahai'i Temple opened in 1961 and is one of seven in the world. It celebrated its 50th anniversary in 2011.

The plan is to meet at the Temple (173 Mona Vale Rd, Ingleside) at 10:45 for a tour of the temple.

Bring morning tea with you, as only hot water is available on site.

Our lunch venue will be Foleys Café, situated at Pittwater RSL Club.

**5 May**

**Simon Craig**

**T**he Hunter MG Car Club has once again invited the club to their annual Euro Motorfest.

This is usually a pretty impressive display of European cars at Lambton Park, in New Lambton, Newcastle.

Entry is via Elder St and admission is \$5 per car with proceeds going to a charity.

Always a popular event with our many members in the Hunter region, as well as adventurous Sydney people, since changing to a more stable time of the year (weather wise) it's been a nice day out for the Pug.

Entry is from 8am (cars in place by 9am) with presentations at 1pm.

See you there.

For more info, contact Grahame Foster or visit the MG Club website at:

[www.huntermg.com](http://www.huntermg.com)

# Euro Motorfest



**Eyes left:** This visitor was dazzled by the lion up of Pugs in 2012.

# Winery french car run to Broke

**Simon Craig**

**D**on Jamieson, a regular contributor on the French Car forum Aussiefrogs, has invited the Peugeot Car Club to a BBQ at Nightingale Wines in Broke, where he works as the Hospitality Manager, on 26 May.

Nightingale Wines is a small, award winning winery that also has luxury villas and a restaurant, for those who don't wish to join in the barbie.

The plan is for people to arrive from 10am (that's when the cellar door opens), but cars can arrive at any time.

It's a BYO Picnic or BBQ Lunch or you could try out the restaurant.

Nightingale Wines will provide free BBQ facilities and cooking utensils.

These will be under cover places to eat at both the cellar door under cover area and in our pool area covered with a portable gazebo.

Plastic chairs and tressel tables will be made available for everyone's use.

In the event of rain we will utilise the winery

area and barrel room.

Take away coffee and tea facilities are on site as well as the cellar door for wine tasting and sales.

On Sunday night our Spa Villa Suites are available at \$150 for the night including a continental breakfast per person - a saving of over \$200 per Villa.

Nightingale Wines will provide a case of Premium wines as a free raffle prize on the day. This will be by way of raffle tickets — one per car — as well as a Lunch prize for two that will be based on a route map questionnaire involving the local businesses on Milbrodale Rd.

Don says the Route Map will be available for download on the Aussiefrogs website ([www.aussiefrogs.com](http://www.aussiefrogs.com)) in the Social section by 1st May for anyone that wants to participate.

Don is a Hunter resident and laments the lack of French Car

**26 May**

events in the area. He says this event is all about our cars and meeting new people. If this is successful he's keen to make it a yearly event.

Don has invited the Citroën and Renault Car Clubs as well and he would love to see you there on the day.

Nightingale Wines is located at 1239 Milbrodale Road, Broke, approximately 150km from Sydney and 98km from Newcastle.

Travelling to Broke via the Putty Rd or Wollombi Rd would be the most Peugeot-like route to take from Sydney.

[www.nightingalewines.com.au](http://www.nightingalewines.com.au)



## Club diary

**Wed, 1 May**

Club Meeting, Veteran Car Hall, Five Dock, 8pm

**Sunday, 5 May**

NSW Motorkhana, round 3, Nirimba.

**Sunday, 5 May**

Euroday in the Hunter, Lambton Park.

**Tues, 7 May**

OASIS Run, Bahaii Temple tour.

**Wed 8 May**

Committee Meeting, Parramatta Workers, 8pm.

**Sunday, 12 May**

Start of Redex Rerun 60th Anniversary.

**Sunday, 19 May**

National Motoring Heritage Day.

**Sunday, 26 May**

Run to Nightingale Wines, Broke.

**Wed, 5 June**

Club Meeting, Veteran Car Hall, Five Dock, 8pm.

**Wed 12 June**

Committee Meeting, Parramatta Workers, 8pm.

**Sun, 16 June**

Motorkhana Day with Fiat Car Club, Ansell Park.

**Sun, 16 June**

Battle of Waterloo, Canberra. To be confirmed.

**Wed, 3 July**

Club Meeting, Veteran Car Hall, Five Dock, 8pm.

**Wed 10 July**

Committee Meeting, Parramatta Workers, 8pm.



# Bay to Bermagui run

12—14 July

Simon Craig

THE CLUB HAS also been invited to attend the 2013 Bay to Bermagui Run, which is a run by the Classic & Vintage Motor Club of Eurobodalla (CVMCE)

It's a run for historic vehicles that showcases the pristine NSW southern coastline from Batemans Bay to Bermagui; taking in beaches, lakes, inlets and villages of the area. Our charity this year is Snowhydro South Care Helicopter.

Registration is now open at a cost of \$120 per person. The cost will cover Friday evening pre drink and finger food, Saturday morning tea, Saturday lunch at Bermagui, Saturday 3 course dinner with wine, Sunday brunch, a commemorative run sticker and a metal grill vehicle badge.

Entry is payable by cheque or money order made out of CVMCE B2B. Closing date for entries is Wednesday 1st May 2013.

Visit [www.cvmce.org.au](http://www.cvmce.org.au) for info and an application form.



## Motorkhana try out day

Sun, 16 June

Helen Louran

EVER WANTED TO try a Motorkhana? Well here's your chance. Get set for some Motorkhana Fun on Sunday the 16th of June at Ansell Park, Windsor as guests of the Fiat Club of NSW.

The Fiat Club owns this ground and has Motorkhanas there generally every one or two months.

Motorkhanas are a great deal of fun. They are a very tame form of motorsport for all to enjoy. This event is just a fun day — not competitive — more of a "Come and Try Day" as 12 yr olds and up are welcome. Therefore another Fun Family Day.

The day begins with registration from 9am, with events starting at 10am. Entry Fee for the day is \$35.

Since the Motorkhana event is run under a CAMS permit, to participate in the event you will need a CAMS license for the eight planned autotests/courses.

A Level 2 Non-Speed license (L2NS) is the

minimum requirement, but if you have a Level 2 Speed (L2S) license this is acceptable.

The Fiat Club will however, have CAMS Single Event license forms available on the day, issued by CAMS with our event permit on the day. The procedure for submitting these forms to CAMS will be advised to the drivers.

### Event Costs

Entry fee for the day per driver, (this covers the administration and CAMS Permit costs) is \$35 and juniors from 12 to 16 of age are \$20 (but no further discounts)

There is a \$5 reduction for "early bird" entrants who submit entry forms by the Thursday before the event (13 June); monies can be paid on the day. This discount does not apply to Juniors.

There is a Junior Clinic for first time kids from 12 years of age on a separate field to the main competition. This is at a cost of \$25 and includes the use of club cars for them to drive. If they provide their own car, the cost is only \$20.

There is a Sausage Sizzle lunch available on the day, with a sausage sandwich costing \$2.50 and \$1.00 for Hot or Cold drinks.

The Entry Forms and Supplementary Regulations will be available closer to the event day, so I will keep you informed.

### Location

Ansell Park is located off Percival St, Clarendon NSW. The entrance is a private driveway, about 100 metres from the intersection of Hawkesbury Valley Way. More details to follow in next month's June Pugilist.

So, how about it? Should be another great Family Fun Day with the Fiat Club — especially as Juniors 12 – 16 years old can participate.

This is a great opportunity to have a go at a Motorkhana, if you've never done so.

Volunteers are also welcome, to time keep, etc. as the Fiat Club could do with some help — perhaps you could do this whilst you spectate?

Please feel free to contact myself, Helen Louran via email [pinky206cc@optusnet.com.au](mailto:pinky206cc@optusnet.com.au) or mobile 0413 594 792

The Fiat Club can be contacted through Peter Jakrot (Competition Secretary) via email at [competition@fiatclub.com.au](mailto:competition@fiatclub.com.au) or mobile 0419 983 247

Au Revoir for now.

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# National Motoring Heritage Day 19 May

Simon Craig

The 19 May has been set by the Council of Motoring Clubs (CMC) as this year's National Motoring Heritage Day.

The idea is to get your car out and about on that day, with lots of places listed on the CMC website as venues.

I apologise if information from the CMC website is sketchy, but here is their list:

- Australiana Village
- Bella Vista Farm, Bella Vista
- Mittagong Public School
- Motorlife Museum, Kembla Grange
- Berry Showground
- Sydney Harbour National Park, Georges Heights
- Glenleigh Estate, Regentville
- Wentworth Falls Lake
- Hunter Valley
- Campbelltown Steam & Machinery Museum

I can confirm that the British & European Auto club will be hosting the Mittagong School event and that the Motorlife Museum have their auction on that day (see page 10).

## Oh3 Weekend '13 at Hill End 13th-15th September

Explore this historic gold mining town near Bathurst, that in the 1870s, had 5 banks, 8 churches and 28 pubs. Visit the old hospital with original surgical equipment, take a tour through the old mine, or even with ghosts!

Bring your camera and experience the magnificent colours of Hill End. Visit the houses that our recent artists used to capture it, including Geoffrey Smart, Margaret Olley, Brett Whitely and many more.

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**\$10 per person for hot breakfasts.**  
**\$39 per person for 3 course dinners.**  
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Motel / John Carter  
P. 02 6337 8200  
E. hillendlodge@bigpond.com

Organiser / Jim Kearns  
P. 0400 494 561  
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The Peugeot Car Club of New South Wales Inc – now 40 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

It has a great mix of car models, from old to new and cult diesel, a mix of restorers, home mechanics and service customers, and a marvelous mix of people.

All enthusiastic about their Pugs.

Some members restore, modify or work on their cars; others have their servicing done for them. But our interest and enthusiasm in Peugeot is mutual.

### Our meetings

We meet on the first Wednesday of each month, except January, at the Veteran Car Club hall, 134 Queens Road, Fivedock, from 8 pm. All are welcome. Call in and meet the stalwarts, and share some Pug tales.

Meetings are relaxed, with chats and tyre kicking in the car park, management reports, regular guest speakers. Club Pug videos and Pug books can be borrowed. Cars and parts for sale are announced and a fantastic range of Peugeot merchandise can be bought.

Supper is provided.

### What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. Last year's in Canberra, ACT, whereas Young will host this year's venue.

Restoration of older vehicles is encouraged and low-cost club concessional rego on historic plates is available for 30-year-plus "original" Pugs. Mods are generally limited to those of the period.

### Your benefits

- Club members get this terrific magazine 11 times a year.

- Technical advice is available from model registrars and from fellow members.

- Some help to track down spare parts.
- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up..

- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

**Inquiries 02 9456 1697  
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- Bargain rate conditional registration (club plates) to drive collectors' unmodified 30-plus-year-old Pugs to club and special events with notification to the registrar.

- Conducted tours of Europe with a Peugeot flavour. The next tour will be Europe in September (see Interlude Tours advert).

### Our alliances

The club, founded in January, 1973, is affiliated with the Confederation of Australian Motor Sport, which licenses motor sport participants and insures our activities. It is a member of the car movement lobby group Council of Motor Clubs and of the Peugeot family's great heritage museum, L'Aventure Peugeot, in France.

### How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on 1 July.) An application form for membership should be with the mailing sheet with this magazine. **In February, a part year concession rate of \$30 kicks in.**

### The Pugilist

Editor Simon Craig 02 9630 9668  
0414 968 267  
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- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799.

03 5966 2373.

- **Ad deadline is Tue, 21 May.**

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- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.

- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 30 May.

## Who are ya gonna call?

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- General inquiries Anne Cosier, 9456 1697

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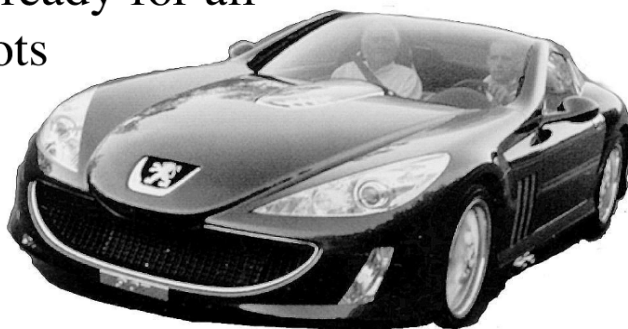
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# Sorry, Rob, a Kiwi's flying in

Peugeot distributor's first man in makes way for change in Malaysians' Australian strategy, reports Peter Wilson

**T**HE MOST SURPRISING recent change on the Australian Peugeot scene was the departure of Sime Darby Motors Australia chief Rob Dommerson last month and the news Pat McKenna would replace him, possibly as a commuter from New Zealand.

Mr McKenna will add his new role to his present jobs as managing director of Sime Darby's much bigger New Zealand operation and as acting manager of the retail division, and has not decided if he will move to Sydney.

His is one of several new faces on the Peugeot scene as the brand works to rebuild its sales figures to pre-global financial crisis levels, introduces more new models and handles some dealer churn.

Twelve years ago Mr Dommerson was the first and only employee of Sime Darby's new Australian motoring operation and was driving around Sydney with "a filing cabinet" of documents in a rented wagon as he prepared to set up the outfit's newly acquired Peugeot distribution franchise.

Automobiles Peugeot was ending its 10-year contract with Inchcape Australia and was establishing a further link with the Malaysian-based multinational conglomerate Sime Darby that was having success with Peugeots in Singapore and had other vehicle operations in Asia and the Pacific.

Mr Dommerson didn't see much of his office in a Darling Harbour tower as he negotiated with Inchcape about the change, talked to shipping companies, checked properties and locations for a company base and looked at hiring staff.

The Pugilist was lucky to catch him between appointments for a roadside phone interview in which the CPA revealed he was familiar with Peugeots, having had a company 505 when he was an Inchcape executive, with volume import operations when he was next with Mazda, with premium sales in a stint with BMW and with the tough work involved with a European brand in his last job heading Alfa Romeo.

Peugeot was then on a roll in Australia with hit models such as the 306, the 206, the 206CC and the 406. He was keen to expand the range with new and niche models and to get into commercials.

And he was keen to get behind the wheel of a Peugeot 607.

Mr Dommerson pinpointed the strength of Peugeot as being able to reach the luxury prestige sector with the 406 and 607 as well as the volume end with its smaller models.

Retaining the existing dealer network, his new team – including some stalwarts from Inchcape – continued the steady increase of

Peugeot sales.

Rising petrol prices and strong demand for diesels across an attractive range took Peugeot sales to a record 8,807 in 2007, with 577 new registrations of 307s in June and census-based estimates of 44,000 Peugeots on Australian roads.

Demand began cooling as cheaper imports gained consumer respectability, prestige European small cars became available, passenger car buyers began turning to SUVs and diesels appeared in high-brag brands.

Annual Peugeot sales fell back to the 5,000s and have not bounced back.

Sime Darby has also run Corefleet, hiring specialised vehicles to the mining industry, acquired the Hunter Motor Group retail operation at Maitland, acquired and then dropped an SUV line in Ssangyong, took over from Trivett Classic a Porsche retail outlet in Parramatta and in February acquired Citroën as part of the rationalisation of the Peugeot group's global distribution. It plans a Citroën retail site in Parramatta.

Recent executive departures in recent months include Peugeot's long-time national marketing chief Richard Grant and general manager Ken Thomas.

Dimitri Andreatidis has taken over marketing after nearly 10 years in marketing roles with Toyota Australia and some advertising experience, while John Brockhouse is national sales manager, Bill Gillespie, Peugeot general manager since last May, said last month.

"We are very confident that we now have the management team and strategy to take us forward in a very crowded market place," he said.

Although women buyers are an important Peugeot target, the team has women only in public relations roles.

Other appointments are of Jenny Chungall to the public relations team and Rebecca Reyes as events manager.

While both the revamped Peugeot team and the new Citroën team have a slog ahead to rebuild their numbers, Sime Darby head office in Kuala Lumpur wants to expand into Australian car retailing.

It already has a lot of action in New Zealand where it began in 1999 with the acquisition of Auckland retailer Continental Car Services an Auckland retailer and later took over Peugeot distribution.

Sime Darby NZ now operates dealerships for Audi, BMW, Ferrari, Porsche, Maserati, Volkswagen, Chrysler, Jeep, Peugeot, Dodge and Nissan. It also distributes UD Nissan Diesel, Mack, Hino, Renault and Volvo trucks and operates a national chain of truck service and parts outlets under the Truck Stops brand.

Mr Dommerson told GoAuto that head office had questioned the need for two managing directors in Australasia and that it was decided to merge the two roles into one.



**Sales drive:** Rob Dommerson with the 406 HDi that demonstrated the amazing economy of Peugeot diesels.

He had the short straw. Sime Darby has about 200 employees in Australia compared with about 800 employees, 31 sites and NZ\$550 million turnover that Mr McKenna has in New Zealand.

There may have been some angst in Kuala Lumpur on the missed opportunity to acquire the entire Trivett Classic operations, recently sold to UK-based Inchcape, which is a rival expanding its retail side.

Mr Dommerson, who finished on April 12, said he was looking for a new challenge in the industry. His standing is reflected in his board membership of the Federal Chamber of Automotive Industries.

Meanwhile, Peugeot new car registrations in March were 413 units, compared with 473 in March last year, bringing the first quarter result to 1,218 units, a 6.7 per cent improvement on the 2012 first quarter.

Renault continues to jockey with Peugeot for French car leadership and got the prized spot in March with 564 sales and was slightly ahead on first quarter sales with a tally of 1,270.

However, Peugeot in March was ahead of Volvo (407), Skoda (275), Fiat (300), Alfa (96) and Citroën (57), the Vfacts figures show.

The national market was slightly down on last year and GoAuto noted that Australian passenger car sales fell by almost 5 per cent in March compared to February after more buyers kicked the tyres on SUVs, sales of which rose by more than 6 per cent.



# Lots of stuff but not much French

Peter Wilson

**F**ANCY AN OLD HUB cap, a 1:18 model car, an old enamel sign or even a pair of Rotax Dyno Light veteran headlamps in good nick?

Or even one or two candle-powered coach lights?

These are part of a wide range of auto and other memorabilia to be auctioned at the Australian Motorlife Museum at Kembla Grange on Sunday, 19 May.



It's hard to know if there is anything French.

There will be buckets of old motor cycle lights, crates of old jacks, tyre levers and repair kits, old Holden manuals, equipment and tools, a couple of 1895-type Remington typewriters, 78 and 33 rpm records, books, different brand petrol boxes, oil bottle baskets, a beaded edge 615 x 75mm wheel rim, three Rover 9 gearboxes and a mysterious tool manufactured in Wolverhampton.

The answer to every 1930s mechanics' problems will be found in a single 17th edition of Dykes Automobile and Gasoline Engine Encyclopaedia. It explains every motoring mystery from why an engine can run smoother at night to the Delco electric system on the Lafayette, the firing order of a Stearns-Knight six, the correct tyres for a 1922 Mercer, the Prussian blue test for valve leaks, and the fuel path for a Buda-Lanova diesel car engine.

However, the book will have to be checked to see if it has the updates on the Reo self-shifter transmission or the supercharged Ranger SGV-770-B inverted V12 420 hp aircraft engine.

The catalogue is on line at [www.motorlife-museum.com](http://www.motorlife-museum.com), items can be inspected on the Saturday and the sale begins at 10:30 am in the Brabham Room.

The museum is in Darkes Road, Kembla Grange and is also one of the venues for the CMC National Motoring Heritage Day.

Paul Pracy

**D**URING MARCH in the East Malaysian capital city of Kota Kinabalu, I visited a slick new Pug showroom.

On display were the latest 508 SW, 308 hatch, 4008 and the new, elusive, beautiful, practical, compact 408 family sedan.

Promoted as European elegance and luxury ambiance, it rings true.

In Aster Grey, its presence, proportions and balance draw comparison to the mighty 504. In white it will look bigger.

The picture on page 10 of April's Pugilist illustrates well its modern pug family sculptured styling theme.

From the rear it looks very 406. A long wheel base and wide track allow four big doors and access to a very spacious and well balanced interior, affording very good legroom for both front and rear occupants. The seats and 308ish instrumentation is also excellent. The cabin has all the creature comforts and wants for nothing.

From the driver's chair, forward vision through the panoramic strong sloping screen is

## Eyeballing the snappy 408 in Malaysia

excellent.

Everything is at the finger tip. Like all modern cars with rakish A pillars and tall boot, vision in other directions is less so.

There are two petrol engine choices: a naturally aspirated 2.0 [the EW10A with 110Kw/200Nm and Euro IV emissions] or the current petrol turbo 1.6 [120Kw/240Nm Euro V emissions].

The 2.0 engine gets a "new" AT8 auto box, which is described as a 4sp automatic that according to various 408 press releases "will delight a clientele particularly focused on comfort and ease of use, while offering a more spirited driving experience in sequential mode."

"It comprises gear changing logic particularly suited to extremely smooth urban driving. On the other hand, the new torque converter from the supplier ZF improves the gearbox's power output and reduces its consumption by

around 5%.

"A new management mode to lock the three higher gears has been incorporated to reduce converter slipping phases. Consequently, there are fewer gear changes and this improves smooth driving in built-up areas and boosts vehicle acceleration on the open road."

The 1.6 turbo gets the current AT6 compact 6 speed automatic found in current Peugeot products here in Australia.

0 to 100 is 12.5s for the 2.0/4sp and 9.2s for the 1.6 turbo/6sp.

The 408 is sourced from China in CKD form (Complete Knock Down) and built in Kuala Lumpur. I think presentation, fit, paint and finish are equal to Paris product.

Being made in both LHD and RHD it's a truly international car.

Coming from China (fully built) pricing should make it a very attractive offer.

Malaysia runs high import taxes and duties, so it puts the Kota Kinabalu model at a considerable advantage up there. It also appears that the 2.0 unit will be the best seller.

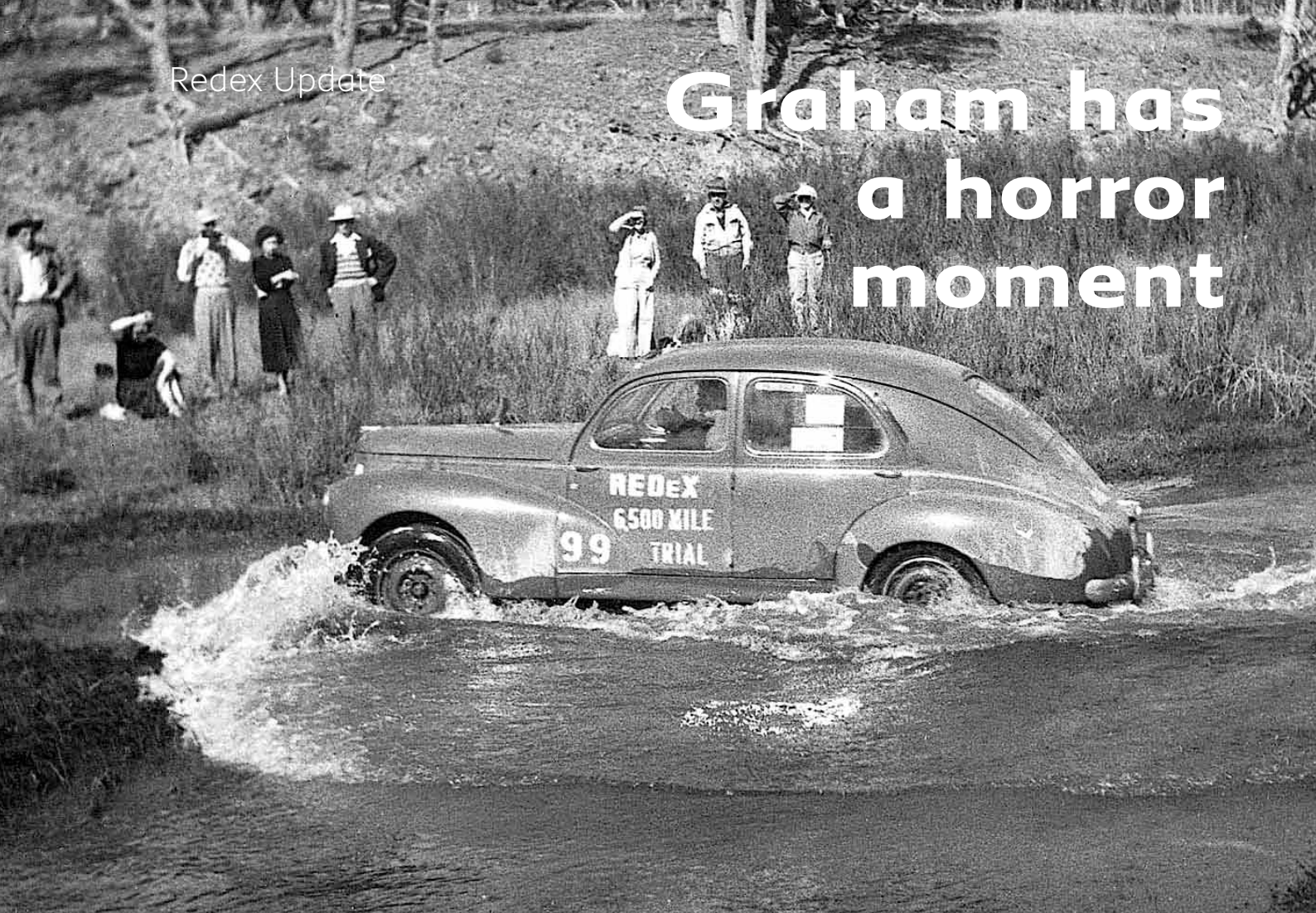
It certainly makes for interesting speculation if it comes to Australia. It could be a good pick fitting between the 308 and 508 but perhaps better value.

If so, I will be looking to buy one.





# Graham has a horror moment



Peugeot Automobiles Australia will sponsor latest adventure, reports Peter Wilson

**Peter Wilson**

**R**ERUN ORGANISER Graham Wallis had a Redex experience while scouting the Horror Stretch near Marulan.

Paddy's River was in flood and the low-sided bridge across it was covered in water.

He got halfway across in his Peugeot 205 but, being by himself with no facilities, he decided to back out and return to Marulan.

"I reckon a 203 would have made it!" he told fellow rerunners in an email update.

In the 1953 Redex Reliability Trial, the tricky Horror Stage was added on the last day as a tie-breaker for all the front runners and the Marshall Tubman Peugeot 203 stalled while crossing the river. However, it restarted immediately and went on to win the event.

Graham's trip was to scout the route from Shepparton to Marulan and to work out the things to do and the people to see on the final days of the event. It's all necessary preparations so he can write the detail route and event instructions for the crews.

After months of uncertainty, the organisers of the 2013 Redex Rerun are breathing easier: Peugeot Automobiles Australia has agreed to provide their financial support, which will ensure that the event is a success.

The money will help with the cost of meals, transport costs for officials and the inevitable incidental expenses.

This is great news, organisers said. Until

PAA came through with its support, the prospects of the rerun's financial success were looking bleak.

The organising committee has now gone into overdrive to make the 2013 Rerun as successful as the 2003 event.

With the Peugeot support it can now be confirmed that the following Peugeot dealerships will be involved: Pacific Euro sales in Newcastle, Tamworth City Prestige, West Car Sales in Bundaberg, Rockhampton Prestige, Ballarat City European, McPherson Motors in Shepparton, Melrose Peugeot in Canberra, and Peter Warren Automotive at Warwick Farm.

The makers of Redex have given their permission for use of the name and logo in the event, which has removed another potential problem. If they weren't allowed to use "Redex" in the event's name, it would have been difficult to get across the whole point of the event.

There are now close to 30 entrants. A large proportion of these have entered their 203 Peugeots, the make and model that did so well not only in the original 1953 Redex but in the two Redex Trials that followed.

Entrants will be accepted up until 19 April and even if a club member doesn't have an early Peugeot some arrangement may be made for participation.

Cars will assemble in Maitland for scrutineering on 13 May and after a celebratory dinner will set off the next morning for the first overnight at Inverell's Fossickers Rest. The next days the cars will take in Dalby, Bundaberg, Emerald, Longreach, Winton, Mt Isa for two days, Matarinka and then Darwin for two days

before heading south on 26 May.

The cars will leave Canberra on the final leg on 8 June, taking in the Horror Stretch on the way and will finish at Parramatta. The final dinner will be held that night at the Parramatta Workers Club.

The day-to-day activities are looking great – magnificent outback scenery, unique tourist attractions, car displays, visits to otherwise private collections, meals at all types of venues, low-key sporting sub events, and of course the pleasure of driving these great cars.

For more information contact Graham on ewal7731@bigpond.net.au.

## Invitation to Redex dinner Sat, 8 June

**I**F YOU ENJOYED the food, the company and atmosphere of the anniversary dinner, stand by for another great Puggy nosh-up at the same joint.

Graham Wallis has arranged for the final Redex rerun dinner to be held at the Workers Parramatta Club on Saturday June 8.

He thought there might be some interest from NSW members in attending to catch up with friends who have completed their travels.

The cost is \$35 a head and any interested people should contact Liz Partington at lizlisa@tpg.com.au





**205 puggy power:** Donna Kerr, Laurie Kerr & Vicki Pamount-Reid in their 205s made quite an impression on the NSW contingent's results.

# 205 trio shows, shines & scores

**Graeme Cosier**

**N**SW WAS VERY well represented at the 2013 Peugeot Easter Pageant at Wodonga, with 30 people and 17 cars, out of a total of 66 people and 38 cars. There were 30 people from the host club Victoria, five people from Queensland, one from WA, one from SA, and a couple from ACT.

For those who arrived early on Friday, there was an optional scenic run available to nearby historic Chiltern. By Friday night, most participants had arrived and met at the St Ives Bier Café for a very nice meal.

Saturday saw an early run to the west to Howlong, which was the site of both the concours and the motorkhana. The concours was

at the golf club, which was very scenic and the location of our lunch. After lunch, only 11 people participated in the nearby motorkhana and those who weren't watching or assisting with the motorkhana went for an observation run via Rutherglen, Wahgunyah and Corowa back to Wodonga.

The Saturday night dinner was very nice and more compact than the night before at Café Grove.

Sunday saw yet another observation run to the east through more hilly and scenic country, this time via historic Yackandandah, with lunch at the Victoria Hotel at Tallangatta, and heading home via the Hume Weir.

An interesting stop was at a lookout overlooking the old pre-dam flooded Tallangatta,

which is now visible due to the drought. You can see remnants of some of the old roads, footings of buildings, and the old timber rail viaduct before re-location. Very interesting looking back into history like this!

The formal farewell presentation dinner was at Birrallee Tavern.

The farewell breakfast on Monday was back at the St Ives Bier Café, where most people bade farewell until the 2014 pageant at a very scenic place called Boonah. This will be run by the Queensland club at a site due west from the Gold Coast and not far from Beaudesert.

A couple of special mentions are in order.

First, to Peter Nash for making the run to Wodonga in his recently completed 203; it was a shakedown run for his entry in the Redex 60th Anniversary Rerun. Phil Challinor, who will be his Redex offside, accompanied Peter.

Second, mention must be made to the trio from Yass of Laurie and Donna Kerr and Donna's sister Vicki Pamount-Reid, who brought three 205GTis to the event. They discovered that with careful parking, you can fit three 205s in two adjacent motel parking spots!

These 205s were the main reason for our success in the motorkhana. Well done to all these members and thanks for making that

Laurie Kerr's 205 GTi, Andrew Park's 504 Coupé & Wal Glading's 207 XT





special effort in attending this Peugeot Pageant.

Thanks also to all our members and partners who attended and made such a strong NSW team, who were too numerous to mention here. We took out second place in the outright club competition, which was very good against a strong competitive Victorian team.

Thanks to Murray Knight and his PCCV team for organising yet another great and friendly Pageant, which I'm sure everyone who attended enjoyed, and made some new Peugeot friends, or renewed some "old" ones. If you haven't been to any pageants, I can certainly recommend them to you.

A couple of results and special highlights: At the concours, there were three 406 coupés, a 407 coupé and a 504 coupé, all very nice. Our Andrew Park's 504 coupé was outright runner up to a very nice and rare 404 cabriolet of Allan Horsley and John Marriott. Peter Nash's 203 came fourth outright. John Marriott's 604, splendidly restored with a 605 engine north-south was also a very nice car (just ask Steve Palocz!), as was Richard Marken's 605 ute.

Other NSW successes: Laurie Kerr was third in the front wheel drive class of the motorkhana, Andrew Park and Lorraine Mordue were third in the Saturday observation run, while John Geremin and Anne Jones were equal second in the Sunday observation run.

Particular congratulations to these NSW people!

### 2013 Peugeot Pageant results

The Victorian hosts dominated competitive events during the Peugeot Easter Pageant at Wodonga to emerge with the overall club honours.



Some very observant Pageant puggers



They did well enough in the concours, motorkhanas and observation runs to help score 349 points.

However, NSW made a comeback in form from our third position while hosting the 2012 pageant at Young and was second with 301

points.

Queensland were third with 97 points, the ACT fourth with six points and South Australia at fifth scored two points.

**Pigeon Pair:** Murray Knight's 203C on the left, flanked by Peter Nash's 203A on the right.







Graham Wallis challenges in his 205 Si, along with Murray Knight in his 203C



**Motorkhana-minded:** Laurie Kerr focusing on a good exit



**Ute Muster:** Richard Marken turning a wheel on his 605.



Peter Nash and Phil Challinor: "We'll get the 203 home without stopping."



Neale Drennan discusses the Parramatta Eels.



**Coupé Couple:** Keith & Hilma Bridge enjoy a spot of morning tea.



### Motorkhana Outright

1	167.39	Phil Torode	VIC	306
2	176.59	Graham Wallis	VIC	205 Si
3	180.16	Murray Knight	VIC	203C

### Class A (FWD)

1	167.39	Phil Torode	VIC	306
2	176.59	Graham Wallis	VIC	205 Si
3	184.28	Laurie Kerr	NSW	205 GTi

### Class B (RWD)

1	180.16	Murray Knight	VIC	203C
2	189.29	Nick Wright	VIC	505 GTi
4	201.28	Glad Fish	VIC	505 GTi

### Interstate Motorkhana Challenge

1	VIC	51
2	NSW	18
3	QLD	14

### Saturday Observation Run

1	36	Don & Judy MacDonald & Liz Wallis	VIC
2	35.5	Brian Ward	VIC
3	35	Andrew Park & Lorraine Mordue	NSW

### Sunday Observation Run

1		Tony & Carole Smart	QLD
2		John Geremin & Anne Jones	NSW
2		Richard & Kay Marken	QLD
3		Denise & Allan Horsley	VIC
3		Nick Wright & Glad Fish	VIC
3		Tim & Jenni Farmilo	VIC

### Individual Pageant Awards

1	Allan Horsley	VIC	9
2	Tim Farmilo	VIC	14
3	Richard Marken	QLD	15

### Furthest Driven Award

Tony & Carole Smart	QLD
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Photos: Graeme Cosier, Wal Glading,  
John Geremin & Phil Torode



### Concours Outright

1	87.8	Allan Horsley, VIC, 404 Cabriolet	4	78.6	Peter Nash, NSW, 203A
2	84.2	Andrew Park, NSW, 504	5	77.1	Doug Brockfield, VIC, 404
3	83.8	Don MacDonald, VIC, 403	6	75.6	Tim Farmilio, VIC, 504



# 505 Dangel



**Graham McVean tells us about how he came to own a 505 Dangel**

Over the past four or five years I have participated in Hank's "L'AVENTURE PEUGEOT" Outback Adventures in my 505 GTI wagon and whilst the car was excellent for what we were doing I was looking for a bit more height and rather than modify the much loved wagon we had owned from just about new, I thought I would see if I could find a 505 Dangel.

Henry Dangel was famous for designing and building race cars called 'Mangouste' and the famous suspension kits for Renault Alpines. In the late 1970s Henry conceived a concept to satisfy a new market need: 4x4. He added his own 4x4 transmission to standard 2WD vehicles like the Peugeot 504. The Peugeot company liked it and in 1980 Henry Dangel created a company that converted 504 Estates into Dangel 4x4s.

During the 80s to the early 90s approximately 2000 505 wagons were taken from Peugeot's assembly plant in Sochaux to the Dangel factory in Sentheim where they were converted to 4WD.

Of course none were imported to Australia, so I started the search in France. I Googled "Peugeot 505 Dangel for sale" and found four that were for sale in various parts of France. One in particular attracted my attention because it had quite a history.

Dangel One, as I call her, was built in 1988 and delivered to ECM a company that installed France's electricity grid. It remained in the service of that company for nearly 12 years when it was purchased by Christophe Ligue.

Christophe used the car for recreational four wheel driving in France for a few



Graham at home with his Dangel.

years and commenced preparing it in 2006 to compete in the 2007 Africa-Gazoline Rally. He striped the car back to its bare frame and in the rebuilding process changed the colour of it from its original blue to yellow. Hank loves it!

Because I was buying the car sight unseen (other than photos on the internet) I had to rely on the honesty of the vendor and I relied heavily on a mate of mine who lives in Paris to do the translations etc so I could get a good picture of the car and its history. My friend Paul Endelstein, a Russian born Jewish gentleman who has lived all his life in France, was most helpful in getting to know Christophe and the car.

I purchased this Dangel in about September 2011 and for spare parts, just in case, I purchased another one a week or two later. The only bits we needed from the second car were the top ball joints. The second car has since been sold.

When Christophe drove the car in the Africa-Gazoline in 2007 it was fitted with its original 2.3ltr diesel engine but

Christophe decided to scrap that engine and replace it with a rebuilt 2.5ltr turbo charged intercooled Peugeot engine. I am glad he did. The engine is great with fantastic torque. The Dangel is a constant 4WD and is very good in all situations.

I decided to bring the car into Fremantle on a roll on roll off ship and the 6 week journey commenced in Le Havre on 12 December 2011. It travelled via Germany, England and South Africa picking up VWs, new Peugeots, BMWs and Mercedes on the way arriving on 22 January 2012.

Then the fun began. The car had to comply with Australian Design Rule Standards so side impact bars had to be installed in all doors, the headlights had to be changed so they dipped the right way. It had to undergo a 'smoke emission test, which it passed beautifully, and they made me take out a perfectly good laminated windscreen to replace it with another perfectly good laminated windscreen because they could not find a sticker on the old one saying it was laminated. No matter how much





On the dock at Le Havre about to get loaded.



Some photos of the car during the 2007 Africa-Gazoline Rally



the tailgate. In Ceduna I had it checked and topped up but it was evident that it was using a fair bit of oil in the gearbox. I spoke to Hank and we decided to deliver it to Colin Hague in Melbourne so he could organise to have the oil leak fixed. It turned out to be the linkage seals. Whilst it was there we took the opportunity to go over the vehicle to fix any other things that needed attention. We replaced the radiator with a larger one to handle the Australian Outback heat.



Some photos from underneath the Dangel



I drove the car home to Gladstone a month or so later and since getting it here I have travelled over 10000 k's in it. I am getting an air conditioner fitted to it and a Polaris GPS system ready for our next adventure.

I am looking forward to taking it on Hank's East/West trip in July and we will go across the Simpson Desert in 2014.

— from Torque.





# Enzo loved his Peugeots

Paul Niedermeyer

**T**HE SPRING 2013 edition of the Italian Peugeot Club magazine includes a short interview with Ferrari's personal driver/rider (even when Ferrari drove, he always was accompanied by someone), Dino Tagliazucchi.

I've seen pictures of Ferrari with a custom Mini, but didn't know that he preferred Peugeots for his daily driver, including a 404 sedan, 504 sedan, and 504 coupe. And the racing team used Peugeot wagons for support vehicles. The interview, translated for Curbside Classics, appears below.

## When did you start with Ferrari?

In 1966, at that time I saw Enzo Ferrari using a 404 saloon for his daily transportation.



## Driven by a driver?

He always drove with a person who, from February 1969 until August 1988 when he died, was me. Up to 1972 he drove, and I was next to him; then because of a knee problem, he decided that I would always drive.

## Did you go far with the car?

It was used for local trips up to 200-300 km, like for instance going to the Monza racetrack.

## How was the 404 saloon?

It was metallic grey with some beige leather



**Workhorses:** Apparently Ferrari's love for Peugeots caused at least on or more 404 wagon to be used as a service vehicle with the racing team.



**Winter wheels:** Enzo with F1 driver John Surtees in a Mini Cooper given to him by its designer, Alec Issigonis.



Enzo's driver: Dino Tagliazucchi.

upholstery and radio. The steering wheel had been changed for a Nardi special, and fog lights from a Lancia Flaminia were installed in front.

## What other car was Enzo Ferrari using daily?

In winter, mostly with snow, he preferred a front-wheel drive, a Mini Cooper given to him by Alec Issigonis, father of the Mini. He also had a Ferrari 365GT, which used mostly as a demonstrator.

## How did Enzo Ferrari first begin to appreciate Peugeot cars?

He had a very close relationship with Pininfarina, who designed the Peugeot; and Martino Severi the Interauto Peugeot dealer, delivered them to him.

## I had heard he had relatives who first made him appreciate the Peugeot?

A sister of his wife was living in Marseille or Nice, and it is possible that she went to Modena with a Peugeot.

## For how long was the Peugeot 404 Enzo Ferrari's daily car?

Shortly after I arrived in 1969 it was replaced by a 504 saloon, in dark blue metallic with beige interior without sunroof and without modifications. He often drove it with me next to him and sometimes a bodyguard on the back seat.

## Was it followed by other Peugeot?

Yes, in 1970 or 1971 arrived a 504 coupé first model blue with a blue velvet interior, a very comfortable and reliable car. The car was changed around 1973 and then we used cars from the Fiat group.





**That's fame:** There's even an Eligor model of the Ferrari 404 wagon. Paul is seeking one.

**Peter Wilson**

**T**HIS FABULOUS rare Vanvooren-bodied Bugatti 57 cabriolet is one of the only four examples made in 1935.

For most of its life, it belonged to Jean Mourrell, the owner of the Saurer luxury bus plant in the west Paris suburb of Suresnes, on the former Darracq-Serpollet Omnibus Co. site.

Saurer buses had a great reputation for work and longevity. A subsidiary became MAN and the US firm that made them under licence eventually became Mack Trucks.

Mourrell bought the Bugatti in 1935 when he was 40 years old and the magnificent body, on patent silent blocks, cost more than the running chassis. Bugatti had been a Saurer customer and went to Le Mans in 1920 in his Saurer bus that was swift and had good brakes.

Vanvooren coachwork graced all the best marques of the Art Deco era – Hispano-Suiza, Bugatti, Rolls-Royce, Bentley and Delahaye. It also collaborated on cutting-edge creations, such as the Corniche prototype produced with designer Georges Paulin of Darl'Mat fame.

The Shah of Iran had a similar cabriolet.

Mourrell enjoyed his Bugatti so much that he had his modified with hydraulic brakes in

# No thanks, we'll have a Peugeot 404

1939.

To keep it out of German hands he hid it in Provence during World War II.

He was still driving his expensive car regularly until the 1960s and occasionally until he was nearly 80. A 1966 photo showed him driving the black car to a nephew's christening.

His family balked at the idea of having such a big old car that was cumbersome in modern traffic and decided to get something more stylish, more nimble and more economical, with a column change more fashionable than the long floor gear lever.

They sold the Bugatti in 1967 to buy a Peugeot 404 sedan with a Pininfarina body. Mmmm, imagine the lovely new car smell it had after the old ragtop.

The cabriolet's third owner belonged to the Bugatti club and attended prestigious rallies in his car for 15 years.

In 1988, Corsican chanson singer and composer Pierre Brignole, who had taken up collecting fabulous special classic cars as investments, bought the Bugatti. A specialist shop repainted it recently.

His collection of nine cars was a principal highlight of this year's auction at Retromobile and a new owner paid €586,100 for the Bugatti that was ready to show off at any concours.



# Another Pug ute at work



**W**hy oh why doesn't Peugeot still produce utes?

The Peugeot 404 ute assembled in Australia, like the earlier utes, was so respected for its genuine one-tonne payloads.

So when there's a good load to lug, the old ones still have to soldier on, as this photo from the central African nation of Mali reminds.

You can see they've packed everything on that they can to save making a second trip.

The Pug may be down on the springs a little and the camber more than usual, but they're on a sealed road so there are few worries about bumps disturbing the load.

John Baird reckons these punished Pugs are kept running using faith, hope and ingenuity. He particularly likes the way the front wheel has been redrilled when the wheel stud holes became worn ... there's plenty of fresh metal there so the owner can do several redrills!

We're not sure about the cyclist in the photo. The ute could be overtaking him, he

could be catching a free ride, or he could be helping with pedal power to push it along.

You'll notice this is a later model with black grille and gold lion so it would have been among the last assembled in Kenya from parts flown in from France every week.

Strictly speaking, Peugeot still has a lone ute on its books. It has produced the tiny Hoggar, based on the Peugeot 207, in Brazil for a couple of years, but that's a toy, a mere Normandy cart compared to the earlier post-war utes.

In Europe hijacking or wet weather must be a worry. Peugeot doesn't do utes these days and its customers' cargo carrying is limited to what can be locked up in Eurovans.

The Peugeot 504 pick-ups – good for a 1.3 tonne payload – were deemed too expensive against the rising Japanese competition to make it to Australia except in a second life as unofficial imports with their economical diesel engines.

They were made in Argentina until 1999 and in Kenya until 2006.

# All French Rules

Simon Craig

Late in 2012 — and in response to feedback from various sources — the Peugeot Car Club Committee decided to revise and “publish” some rules for the All French Car Day event.

A sub-committee was formed, comprising Steve Palacz, Paul Pracy & Con Engel.

Many hours of discussion over many months ensued, before the sub-committee presented their findings to the Committee.

Much more Committee discussion was had before finally presenting something for publication in the magazine.

## All French Car Day Event Rules

- Any car that is presented for final judging as best French car at the AFCD has to be owned by a current financial member of an incorporated Australian or New Zealand car club. Not necessarily a French car club.
- The car has to be from a French car manufacturer.
- A car to be eligible for judging has to be a minimum of 8 years since its build date.
- A modern car category of three to eight years since manufacture, which is not eligible as best French car.
- Only one best modern French car to be nominated for the modern category by each club.
- Any non Peugeot, Renault, Citroën or Simca (PRCS) will be assessed by PCCNSW for eligibility to be placed in the final judging as best French car.
- Any car presented for judging has to be driven to the event and has to be a registered car, either historic or on full registration.
- The two best cars from each club for final judging. (two cars from each club if possible)
- Final judging by independent judges. e.g. from CMC.

## Peugeot car club categories of cars

- Cars in original or restored to original condition. A Peugeot presented for judging as an original car has to have a motor that is the same capacity with which it left the factory. Any change in engine capacity for that car will make it a modified car and it will be judged with other modified cars.
- Modified Peugeots. A modified Peugeot is any Peugeot with non original doors, trim, change in engine capacity from which that car left the factory, changed suspension, drive train and brakes.

Period accessories and safety equipment are not considered modifications.

- (non standard paint and trim that is similar to a factory colour of that model will not make that car a modified car).
- Non car club member cars are eligible for a ‘Recognition award’. This award being of a minor nature. This non member award does not allow the car to be presented for final judging either as best Peugeot or best French car.
- No car to be judged after judging is finished. There will be announcements stating that judging will finish at a particular time.

## Classes of car to be judged.

- Each class is based on model of Peugeot.
- Class size is to be a minimum of three cars if possible. If there are not enough cars in one model to make up a class then models will be grouped together. No one car class or grouping.
- Cars of a similar vintage will generally be together as below.
  - 605 with 405
  - 604 with 504 and 505
  - 204 with 404
  - 304 with 504
  - 305 with 405
  - 206 with 306

## Judging Criteria

- All Peugeots will be handed a judging sheet when a car comes through the gate.
- The subcommittee does not propose any changes to the current judging sheet except for an amendment of ‘engine’ to ‘engine bay’.
- Cars that are more authentic in originality will receive a higher score.
- A minimum of two judges for judging cars. Each judge to inspect the same area of car across all entrants.

## Breakup of awards

- Best in class of satisfactory standard.
- Best Peugeot as judged by PCC judges.
- Non-member recognition award. (if a car is of a high standard)
- Modified cars using the standard judging sheet.
- Best modern Peugeot (from three to eight years since manufacture)
- Other sponsored awards (may vary from year to year)
- A single car should not receive more than two PCC awards at the AFCD. We do not wish to see a car do a clean sweep of awards. This may discourage other owners from participating.



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# 24 Hours of LeMons



**Tom Yang**

I GOT A CALL LAST week from a friend of mine that I have not spoken to in a couple of years. After the friendly catch-up with each other's lives, I asked Mark what was up. He told me he was doing LeMons racing, and had put together a good team.

If you're not familiar with LeMons racing, you can read about it here: <http://www.24hoursoflemons.com/>, but I call it "The Burning Man of Auto Racing," and something I've always wanted to do.

Mark told me he had a last minute cancellation and was wondering if I would like to fill in as a driver.

"Sure, I'll do it. When is the race?" I said.

"Next Weekend" said Mark.

"Wow. Sure, why not!"

As much as it's a big party of lunatics at a LeMons race, it's still real racing. The basic rules are the competitors have to arrive in a car that they bought for \$500 dollars, excluding safety equipment, and run them in an endurance race for as much as 24 hours.

The race I was asked to drive in was a 16 hour enduro over the course of two days at

Monticello Racetrack in NY State and my team would be campaigning a pair of Peugeot 405s.

Mark is a brother with two other guys that make up the core of the group, but most of the guys have known each other since they were kids.

Mark was the chief mechanic, and comes with heady experience wrenching on Porsche street cars during the week, and often traveling with professional Porsche race teams on the weekends.

Mark's brother Paul had a Peugeot street car, knew where to get parts, and how to keep them running, so it became the obvious choice for a LeMons car.

The ingenuity of keeping things under budget was fantastic. I loved seeing all the simple solutions to make the cars more reliable, and more race-ready without spending more money. Check out this cheap strut tower brace in their car!

LeMons racing wouldn't be LeMons without spectacle, and there was a lot of it! With three classes, A, B, and C, from fastest to slowest, some cars were never expecting to finish with any respectable times, but being among the group of LeMons racers were enough for some!



There were also some serious "wolves in sheep's clothing" floating around the paddock. This Saab had a monster turbo with the exhaust routed along the roof!

There were also some fast Camaros in the pack.

Although our cars were front wheel drive four cylinder cars, we were looking at the race from an endurance perspective. These cars were easy to drive and fuel efficient. The strategy was to stay in the car for as long as our fuel would last on a fill up. Car #917 had a freshly transplanted engine with over 100K miles and most of the dash gauges weren't working.

Car 405 had new rod bearings, but the bottom end had already seen about 150K miles. In this picture, the guys were trying to secure a loose CV joint boot with tie wraps. After this fix, the boot never leaked again!



The racing was insane! There were over 100 cars at the start of the race, and there were often three wide into some turns. I was surprised how little contact there was with such a spread in ability and speed. The lack of contact did not mean there wasn't a lot of yellow flags.

Cars were breaking and crashing from the very beginning. If you over cooked a turn, you were usually black flagged and made to sit out a couple of laps, and any contact with another car brought the same consequence. The safety car was out on the track at least every 10 minutes!

The guys were nice enough to put me in the car at the end of the first day of racing for the last 2-1/2 hours after some of the field was eliminated. I managed to hold my own and posted average times. I wanted to do well for



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the team, but also knew in endurance racing, half the battle was finishing the race. I drove a clean race, held our position and had a load of fun. The car held together well, and I was surprised how well the 5 speed transmission kept up on the track. I confirmed with my co-drivers the oil light was starting to come on at idle, but would go out above 1500 rpm.

During the evening debriefing, Mark and I discussed some of the mechanical issues with the cars. The low oil pressure on #405 was worrisome, but Mark was more concerned with a small gear oil leak from the transmission. Our plan was to top off the transmission, and ask the drivers to monitor the shifting. If any shifting problems arose, they were told to come in so we could add oil.

Even simple changes could have turned into big disasters. As the first driver was being readied for the second day of driving, a mirror adjustment was met with a crack! The pot metal arm sheared off, and the cars were starting to stage for the start of the race!



Side mirror donor car

Paul's car had already donated a right rear calliper to one of the cars, but now we were scrambling for screwdrivers to remove the side view mirror!

In less than 3 minutes, we had the mirror swapped out and the car got to the staging area in time. I'm glad I wasn't the one who had to tell Paul we cut the wiring harness to the electric mirror to do the swap so fast!

The second day went really well. We managed to keep both cars within a couple of laps of each other, and even moved into 2nd and 3rd place in our class! After a few hours of racing the 405 car came in for some more gear oil. Mark and I crossed our fingers for the gearbox to hold out until the end.

Instead of having a gearbox problem however, something much worse happened to #405. Coming up the back straight on the south course before the chicane, the low oil pressure reared its ugly head by overheating a connecting rod, and throwing it out of the bottom of the engine! A car following the Peugeot caught all the action on video as well as the rod end cap smashing the windshield!

[you can watch the video via this link on youtube: <http://www.youtube.com/watch?v=NwPfjXgh3ng>]

Car #405 was done for the day, but we still had one more car, and through a mistake made by the lead

car in class, we were now in the lead by 5 laps!

We held our breath, and watched the clock



Cap'n Crunch: Video still of the rod cap in flight.

tick away hoping our \$500 dollar car would hold together, and there was nothing better to watch that little yellow car cross the checkered flag! We won Class C in LeMons Racing!

I was lucky to have been asked by such a great bunch of guys to drive for their team, and even luckier to have shared in a victory! Thanks Team PunisherGP for a weekend of racing that I'll never forget!



Oops: Exit wound from low oil pressure injury.

**Winners are grinner:** The team assemble for a group shot after having their two 405s accepted for the race.





# They found Peugeot Point



**Tribute:** The May 1983 issue ran an article from *Classic and Sports Car* that ponders if the Peugeot 403 will become a classic or remain affordable, enjoyable and usable.

**40 years ago**

**1973** The club's first visit to the Hunter is a barnstorming success with 15 Peugeots visiting the hospitable vineyards.

Great cheers from the 70 members at the meeting viewing the BMC films of the 1969 Philip Island 500 in which an indomitable Peugeot 403 shouldered its way between a VW and a Lancer to take the honours.

Plans for the club's own gymkhana after the success of members at a Renault event.

**30 years ago**

**1983** A ride in Puffing Billy through the Dandenongs during the Easter Pageant was made more interesting when two Victorians chased the steam train in their Peugeots.

Projectionist Mike Connors found footage of the original Peugeot club in action in the 1950s to show at a meeting.

**25 years ago**

**1988** A record five Peugeots entered in the 1988 Variety club bash from Bourke to Blatherskite (a suburb of Alice Springs).

Henry Swan reports his 1973 504 has had a complete overhaul and respray and at 200,000 miles is better than new while his 1979 604 is going very nicely at 165,000 km.

An emergency window winder for a 604 costs \$5 and the rear calliper seals are the same as the 504/505, reports Steve Palocz.

**20 years ago**

**1993** Bob Pritchett recalls taking a brand new 203C off the boat and preparing it for Ernie Kriewald to run in the Redex. Alas, blinded by dust in northern Queensland, Ernie hit a tree and that was that.

Don Pearson spent day after day of methodical investigation to find the source of a mysterious noise in his Peugeot. In desperation he mentioned the problem to a mechanic friend

and while Don drove the 505 with its bonnet open, his pal walked alongside and fiddled in the engine bay. The noise stopped when he removed the loose radio aerial.

News of the death of Maitland pharmacist and Peugeot rally hero Ken Tubman, whose 1953 Redex win with John Marshall gave the marque its Australian great leap forward.

**15 years ago**

**1998** Editor Peter Wilson scoops the Pugilist of the Year award, for his efforts in revamping the club magazine, while Leng Marsh picked up the equally prestigious Bent Grille award.

Rob Oakman lends his 203 to the Wheels team for their 45th Anniversary Special. It was pitted against a Holden 48-215, a Ford Zephyr and a Morris Oxford.

Jim Brear reveals that being an arsehole results in his 306 being fixed every time.

**Ten years ago**

**2003**

President Doug Smith welcomed the presence at the club meeting of Michael Arahill's restored Peugeot 403 wagon, resplendent in its new white paint with a red side stripe and could recall only one other 403, Andrew McHardy's ute, at meetings in recent years.

Doug Stanfield told the meeting he got his taste in French machinery when he learnt to drive his mother's 1930s Delage before he got his first Peugeot 203. Afterwards he drove home to Bulledellah in his 505.

Steve Palocz scored a stack of Peugeot factory manuals at the clearing sale after North Shore dealer Pymble Prestige closed.

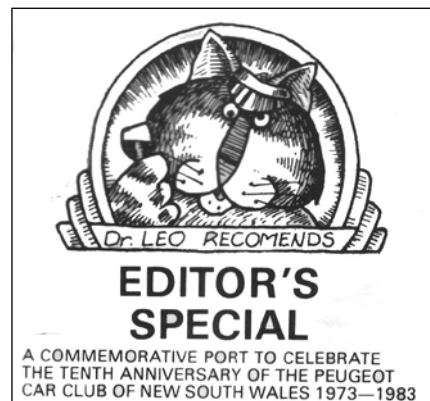
Max Robins, who with wife Jenifer hosted the Riverland pageant, is getting his brother's new Michelins for his restored Peugeot 203 because the tyre shop cowboys overtightened the wheels with their rattle guns and upset his ride.

**Five years ago**

**2008**

Six owners took their Pugs to Wisemans Ferry for the inaugural Peugeot 505 Tough Day and organiser/campaigner Ray Chappelow blushed when his car scored the concours trophy.

Bruce Brierley sold some unwanted Peugeot



**Anniversary drop:** Paul Tumminello sourced a 1975 vintage port from Rutherglen for the club's tenth in 1983 and editor Gary Rollings designed the label with a characteristic drawing.

504 doors to Nigerian buyers and they stomped on them to flatten them a bit to take less room in a container. "They were good doors," he



**Bugs on Pug:** Bill Barry washes the grasshoppers from his Pug for the concours at the Leeton pageant in 2008.

said. "They'll need panel beating to fit into a container."

This Sunday was all REV and Justin Berthold's 306 GTi-6 delivered 96.7 kW at the wheels, just beating David Dyer's 206 GTi180's 92.3 kW, at the power end of the club's dyno day.

**Adventurers:** Club members in 1988 pose to show they made it through remote Massey's Creek State Forest, north-west of Dungog, to Peugeot Point, where the road crosses the Paterson River.





# Fixing a leak in my injection system

Steve Palocz

**Y**ES I HAD A leak in the injection pump of my 504. I don't use my 504 much these days so it was inevitable that I had a leak here.

About a year ago I wanted to use my 504 and as I backed the car out I could smell petrol. I opened the bonnet and could see fuel leaking around the return line at the bottom of the injection pump. It looked like the return fuel line was leaking so I replaced about half a meter of fuel hose.

A few months later when I wanted to use my 504 again I had the same leak. It could not be that new fuel line after such a short time.

I have a spare injection pump and had a good look at it. It's been over twenty years since I've done any work on this part of the motor so I needed to familiarise myself with the injection pump.

As I turned the spare injection pump over I could see four suction valves at the bottom of the injection pump that are above the return fuel line.

Then I remembered that the suction valves are sealed with o-rings and I realised it's probably one of these o-rings that was leaking fuel.

The injection pump is fed by a high pressure electric fuel pump, so if an o-ring has hardened with age the high pressure of the fuel will find its way past an old o-ring.

I have a drawer where I keep all my spare injection parts but there were no spare o-rings. I also have what I call my "Ti book" that has any information that I come across on the 504 injection system.

In it I still had a receipt from 1992 for the o-rings on the suction valves that I bought from Fluid Seals and Packings.

I rang the number and was pleasantly surprised that the supplier was still in business after twenty years.

I quoted the o-ring number over the phone and was told they were still available but the price had gone up from 25c to a dollar each over twenty years.

The next day I drove out to Artarmon in northern Sydney and complained that I only got



**Charge in there:** With the battery removed, access to the bottom of the injection pump is relatively easy.

twenty years use out of the seals.

Ken (behind the counter) was surprised that I still had the receipt from 1992. I always thought that any information on the Kugelfischer injection pump would be useful.

Ken also mentioned that the seals I bought in 1992 were made from Nitrile. The new seals that I was buying were made from Viton and would resist petrol much better than Nitrile and should expect more than twenty years of use. I told Ken that by then I would be nearly ninety and I would find it difficult to drive from Parramatta to Artarmon.

So thinking many years into the future I bought a dozen o-rings for the cost of only \$12. I left Ken and thanked him for his help mentioning that I have owned my 504 for over forty years and not to be surprised if I turn up and bother him again in twenty five years time.

He probably may not recognise me by then. I probably would forget why the hell I was driving to his business by the time I arrive!

To get to the bottom of the injection pump you need to remove the battery.

To gain access to the suction valves you also need to loosen the front connection of the fuel return line and swing the line ninety degrees so you can get a 14mm socket onto the hex head of the suction valves — and remember to turn in the opposite direction to undo the valves because they are at the bottom of the injection pump. I removed all four suction valves.

When I had them out some suction valves had minor surface rust on them from traces of water that gets trapped in the fuel.

I had a faint memory that I may have some spare suction valves. Wasn't I surprised to find that I had four as new suction valves.

Then I remembered that decades ago I stripped an injection pump to find the pump had four shiny, as new suction valves that I tucked away in a plastic bag. See my picture of the old and new suction valves.

These suction valves when they were availa-

any fuel around the motor.

Before I ran the motor I turned the ignition on so only the electric fuel pump was running to check for any leaks around the motor. I didn't want to have another unexpected leak.

It all looked ok and I started the motor. When the motor did start it was running on three cylinders!

I got a bit angry, realising that one of those suction valves was stuck closed. I guess after over twenty years a valve didn't want to wake up.

On the brink of stopping the motor and re-installing the original suction valves, I thought that maybe if I rev the motor the stuck valve might open up.

I revved the motor to about 3,000rpm when it suddenly started to run smoothly. I let the motor go back to idle and revved it again with no problem.

Stopping the motor I decided to have a cuppa and to see if it would run ok after half an hour.

Happily for me, after tea and Tim Tams I started the motor and thankfully, all was ok.

Possibly, when mechanical valves of high precision are left on a shelf for a couple of decades they may stay stuck open or closed. You just need the right approach to wake them up.

This job was some months ago now and the motor still runs on all four cylinders, so that sticking valve is no longer a problem. Also as I still had eight spare o-rings I placed four in a plastic clip lock bag that I left in the glove box just in case — as long as I remember that there are four o-rings in the glove box.

Yes I labelled the plastic bag.

Fluid Seals and Packings in Artarmon are on the web at [www.fluidseals.com.au](http://www.fluidseals.com.au) or old school can be contacted on 02 9438 1622



**Christmas:** The joy of discovering long-forgotten spares in a cupboard. A new suction valve on the right.

ble were around \$100 each over twenty years back!

So I put the new Viton o-rings on the as new suction valves and installed them into my injection pump. I repositioned the return fuel line, replaced the battery and mopped up



## For sale

**2**05 Si Auto, 1993. Red/Grey, alloy wheels (original?), 165,000km, unreg. Last reg 17th May 2011, garaged since that date. New shocks, front tyres and has had regular service. Not currently running. \$500 ono. Bill Llewellynm, Goonellabah NSW, 0449 076 684

**4**04, 1969, metallic green-gold, fully restored, stunning vehicle, KHA983 (Vic rego) expires end of May, \$9,890, Doug Brockfield, 03 5727 3740 or 0418 570 256

**4**04 ute and station wagon for spares for sale. Both were registered til 2012 and drive well but bodies not registerable. Lots of parts as well. Open to offers. Vehicles are in Northern N.S.W. ph. 02 6679 3405.

**4**05 Mi16 1989, (XU9J4 1.9 litre), 173,000km, mechanically very good condition, very clean inside, no rust, everything works, Six months rego on it and current RWC available. The Ming Bleu (code MOMH) paint is sun-damaged on the bonnet, roof and boot, There's a couple of cracks in the interior plastic. I have spent a couple of thousand dollars on it over the past few years - all new parts from EAI. It drives magnificently and runs like an Mi16 should (= fun to drive!). Rego is AW70KE, expires 26 August. Current RWC on hand. I can email a full set of photographs to anyone interested, \$2,200ono, Alan Joy,

Armidale NSW, 0407 859 450

**4**05 SRi 1995 manual sedan. Saxon Blue. All receipts for mechanical repairs by P504 Services in recent years. Interior in excellent condition, seats, door trims, carpets, instrument panel. Body panels have suffered some dents from previous life in Sydney. Paintwork reasonable for age. Rego to Oct13. Drives very nicely \$1990 John Newcastle 0414 718 586

**4**05 SRDT, 7/1997, platinum silver, airbag model, 305,000km, sold and serviced by Coles, Lismore, owned since 2008, full paper history, new timing belt, rotors & pads, near new battery, good condition, worth a look, reg ES 901, to July 2013, RWC available, \$2,500ono, Errol Smith, near Lismore, 02 6628 2004

**5**05 GTi sedan. 1985 Series I. 5 speed manual. White with blue interior. Interior excellent, exterior a bit shabby. Tiny rust spot near rear wheel arch. Runs well, noisy gearbox. Unregistered. Full details and photos on www.gumtree.com.au. \$1250 neg. 02 6383 3544, or simmo404@yahoo.com

**5**05 GTi sedan. 1985 Series II. 3 speed auto. Red with grey interior. Interior almost perfect, exterior has a couple of carpark bumps. Needs head gasket, but 110,000km and was running well. No rust. Was my father's car. Unregistered. Full details on www.gumtree.com.au. \$3000 neg. 02 6383 3544, or simmo404@yahoo.com

Email your free ad to [nswforsales@peugeotclub.asn.au](mailto:nswforsales@peugeotclub.asn.au) (there is a link to this address on the club website) or contact PHILIP CHALLINOR.

THE DEADLINE FOR NEXT MAG IS TUESDAY, 21 MAY. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

**5**05 SLi wagon. 1986 Series II. 3 speed auto. White with blue interior. Very good condition, no rust. Unregistered. As used by myself and my son as an official car in the 2003 Redex rerun. Full details and photos on www.gumtree.com.au. \$1500 neg.. 02 6383 3544, or simmo404@yahoo.com

**5**05 white GTD turbo diesel sedan, 1988 series II with Lucas injection system and BA10 5 speed manual gearbox. Tow bar fitted. Motor in reasonably good condition. Radio and air-con not working. Interior trim faded and showing age. Engine hood needs replacing, Right hand fender needs attention owing to faulty repair. Odometer and tachometer stopped working approx 4-5 years ago — estimated odometer reading is 725,000km. Engine was done up at 375,000 — invoices available. Vehicle due for registration at end of April 2013 — buyer to be responsible for rego. Asking \$2,000 ono. Ken Elliott, Caringbah, 02 9524 4859

**X**antia, 1998, 5 sp manual, dark green, straight body, mechanically sound, 165,000km, as new tyres, reliable, economical, reg to 2/14, \$1,200ono, Les, Port

Macquarie, 02 6585 2877, 0423 770 065

## Parts

**5**04 parts, numerous used parts from numerous 504 sedans several complete bodies, some parts located, at Caringbah and some at near Orange, James, 0412 329114.

**4**04 Familiare late model middle seats. Good order, red vinyl. \$30 for the pair. 02 6383 3544, or simmo404@yahoo.com

**4**04 sedan rear axle, condition unknown. \$40. 02 6383 3544, or simmo404@yahoo.com

**4**04 good wagon panels, eg. bonnet, rear door, some side doors, front guards. Tell me what you want. 02 6383 3544, or simmo404@yahoo.com

**4**03 panels, eg. bonnet, doors, etc. Can email photos of these and the other parts. 02 6383 3544, or simmo404@yahoo.com

## Wanted

**S**truts to suit 504, 3/78 right and left, (not rusted), I have good inserts, Hillary Thomas, [hilary@hnathomas.com](mailto:hilary@hnathomas.com)

## Locked out of a 505

Brian Holm

**A** FEW WEEKS AGO my number one daughter left her 85 505 locked for a couple of days while visiting number

went to leave none of the doors would open.

Many tries with a heat gun on the doors did nothing. Heat the key, squirt alcohol in the lock, curse the gods of Belfort and bad weather, to

two daughter during some inclement weather. When she

no avail. She got a ride to work and used the mom's 505 wagon til the weekend (she never locks hers). On Saturday Darcy and I went out in my 89 wagon to see what could be done.

I don't have much experience with troubleshooting locks—if I ever took the key out of my car I would lose it. Slim Jim wouldn't work on any door. I pulled the headlight and opened the hood to check the battery, which was up, so the doorlock solenoids were not dead from lack of current. The girls and the grandkids were having a good time inside by the woodstove watching the old geezer fail to fix Darcy's car.

I finally gave up and decided to let Darcy use my car while I plotted my next move, and as we started to drive off, glaring at the back of her car, it occurred to me that I had assumed the trunk was locked. But, it wasn't, and 12 volts to the gas flap lock solenoid wires from my jumper pack unlocked the passenger door.

Cheers and clapping from the living room. Joy in Mudville at last.

— from the Peugeot L list.

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Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom, Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	63 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6185
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
<b>NORTHERN TERRITORY</b>					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

## AFTERcare

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