

the pugilist

February 2011



**Magazine of the
Peugeot Car Club
of NSW Inc**

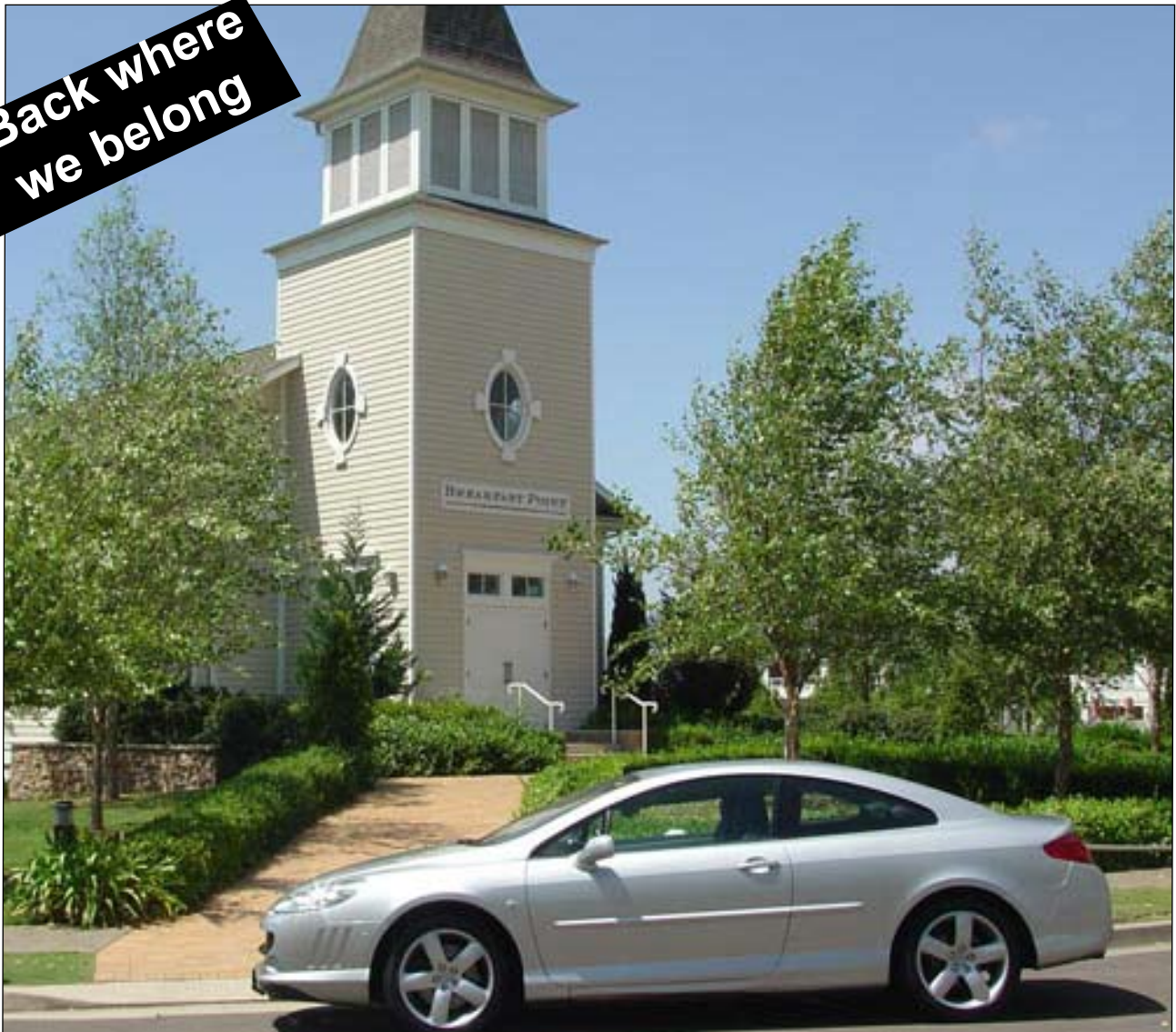
■ **New England
Autumn Wander
gathering steam**

■ **Plenty of club
events for February
and March**

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Peugeot UK announces Guy Wilks as new driver for 2011 IRC season

Kris Meeke departs for a stint with MINI and their new WRC team, as fellow Briton Guy Wilks steps in to fill his place in the Peugeot UK team for the 2011 Intercontinental Rally Challenge..

The cover

This beauty is a 1932 201 Grande Luxe Confort. The photo was taken in the village of Riquewihr in Alsace.

Photo: Craig Keller

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THE WAITING IS OVER as Peugeot UK announces that Guy Wilks will join the team to drive the Peugeot UK 207 S2000 in next year's IRC rally championship, replacing the winning combination of Kris Meeke and Paul Nagle

With the advent of 1.6 litre turbo engines for the WRC format this year, Kris and co-driver Nagle are moving to the new MINI WRC team, to compete against the likes of Sebastian Loeb in the all new Citroën DS3 WRC contender.

One of the "hottest" seats in rallying has now been filled by double British Rally champion Guy Wilks, who will join the Kronos supported Peugeot UK team for a full campaign in the 2011 IRC rally championship.

The 2011 IRC Challenge will be contested over twelve rounds starting with the legendary Monte Carlo Rally in January, which will be celebrating its 100th birthday, and finishing in November with the Rally of Cyprus.

Guy started rallying when he was 19 and competed in the Junior World Rally Championship (JWRC) and was the British Rally Champion in 2007 and 2008. His first experience in the IRC was in 2009, which led to a drive with Skoda UK in 2010.

Phil Pugh, Guy's co-driver since 2003 will join him on the Peugeot UK team to maintain

one of the best partnerships in rallying.

With the 100th Monte Carlo rally less than 12 weeks away it is full steam ahead now for Guy and Phil to start their preparations for the rally. Both Guy and Phil are no strangers to the IRC podium and with the backing of Peugeot UK this trend can only continue.

Guy Wilks said "We are very excited to be joining Peugeot UK for the 2011 IRC. It was a difficult decision to leave Skoda UK and I am indebted to them for their support in 2010.

"But the opportunity to drive the Peugeot 207 S2000 for Peugeot UK, with the support of a team like Kronos was too hard to resist. We're highly motivated for 2011 and can't wait for the Monte."

Jon Goodman (Managing Director Peugeot UK) said "I am delighted to have both Guy and Phil join the Peugeot UK team.

"We had a difficult year in 2010 but I am sure that together with Kronos we can get back to our winning ways in 2011.

"Rallying is in the DNA of Peugeot and it is a great way to demonstrate that "Motion and Emotion" work together at Peugeot and rallying shows off the dynamic qualities of our cars and especially the 207.

"We know we have a winning car, and in Guy and Phil we can also have a winning team."

Photo: Peugeot Sport

Noël is coming soon!

Ross Berghofer

WELCOME TO the 2011 club year. Your committee got off to a head start with its first meeting for 2011 at Anne and Graeme Cosier's home, to which many of the club's helpers were invited. We thank Anne and Graeme for hosting the venue.

The meeting agreed to re-affiliate with CAMS and the Council of Motor Clubs, Brian Jubb presented a social calendar to keep us busy driving our Pugs and Ted de Lissa has club merchandise for us to purchase.

Keep an eye out for his auction, the prizes are a must-have for any Pug nut.

Helen Lauren is planning some sporting activities. Their reports appear separately.

The meeting expressed its sympathy for the victims of recent floods particularly in the Brisbane district and in other areas of Queensland, northern New South Wales and regional Victoria. In particular, we extend our best wishes in difficult times for Peugeot club members who may have been affected.

With a proposal to increase the annual membership fee by \$2 to \$52, another expense that had not been encountered before has now arisen. The club magazine, The Pugilist, is sent by print post at discounted postage. In the past, any that were returned to sender were returned to the club without cost. Now, the situation is that any magazines that are returned to sender attract postage of \$1.20 per item, payable at the post office they are returned to.

The club receives two or three RTSs per month. So as a reminder to help us reduce the costs to the club please inform the club secretary, John Geremin, if you change your address. This does not apply to mail for which full postage has been paid.

The 2011 Australia Day Motorfest will have been held by the time you read this. The club made an attempt to have a club display; its success will be judged afterwards.

No doubt you will have noticed in this magazine the half page advertisement by Lumley



Special Vehicles and the link to the company on the club's website.

Lumley has supplied information on its insurance package for the use of members, families and friends and this is presented elsewhere in the magazine.

Finally, a message to all members, it would be great if you could recruit a member to the club. Let me know by email message if you require membership application forms or business cards and I will post them to you.

In the meantime, happy Pugging.



Our guest, Roy Gould, of the Truck and Bus Museum, and his wife Gloria

2010 end of year dinner

The end-of-year dinner at Burwood's Coronation Club was again a lot of fun. Some members who cannot attend club meetings were at the dinner and it is great to meet them there.

The guest speaker this year was Roy Gould who spoke to us about the collection at the Sydney Truck and Bus Museum. He entertained us with some videos of the buses at the museum.

Being a bus fanatic and living locally, Roy and his wife came by bus to the dinner.

After dinner, the room was awash with raffle prizes, many of which were donated.

The date for the 2011 dinner, which I will rename Noël Dîner [or should that be Dîner de Noël - Ed], is Saturday, 26 November.

Ross Berghofer

OUR GUEST SPEAKER at the February club meeting is not so much a guest, but our very own Ted de Lissa.

Ted used to race a Peugeot at Oran Park. His presentation will be on the history of Oran Park, its highlights and its place in Australia's motoring history.

During the presentation, Ted will pay tribute to George Murray, a guiding light in the foundation of the sporting centre, which is now a housing estate.

He will bring along some DVDs to show some racing in the early days of Oran Park.

The club used to conduct motorkhanas in grounds in a corner of the complex, but sadly these days finding a suitable venue for motorkhanas is difficult.



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The pride of Willoughby

Mudgee weekend in 2011

26 & 27 February

Ross Berghofer

Mudgee is looking good for us.

The heavy rains that disastrously affected other parts of New South Wales did not appear over Mudgee.

Instead, light steady rain should give us beautiful green countryside to enjoy.

So far, I have some eighteen or so puggers planning to attend.

We can meet at noon for a bring-your-own lunch at Lawson Park, with its entry off Short Street, opposite Lewis Street, Mudgee. If you are running late, ring me so that I will know that you are on your way there.

The highlights of the weekend are: on Saturday evening, tasting wine grapes off the vine, then wine tasting in the cellar, dinner at Mansfield Wines (this dinner requires booking), and on Sunday a drive along fantastic country roads, through historic areas to finish at Dunns Swamp.

But note, Sunday is a byo everything – I do not expect that there will be anywhere to purchase food at our destination.

For overnighting at Mudgee I recommend either the Mudgee Valley Tourist Park (tel. 6372



Ian McLellan, of Mansfield Wines

1236) at Bell Street (just off the Castlereagh Highway on the northern outskirts of the town) or the Cudgegong Valley Motel, tel. 1800 813 769.

The motel is located opposite the tourist

park. If you have not already done so, let me know if you are coming by emailing me at ross.berghofer@gmail.com or telephone 0409 504 551.

Rouse Hill House tour 6 February

Simon Craig

Our very social secretary Brian Jubb is organising a run to Rouse Hill House on 6 February, 2011.

The meeting point will be the Mt Wilberforce Lookout Reserve, located at Thompsons Corner. We will meet at 9:30 am for 10:00 am departure.

From here we will drive to Rouse Hill House. Entry to the carpark is via Guntawong Rd off Windsor Rd (at Rouse Hill!).

A guided tour of the historic house is \$8 per person (\$4 concession) and takes approximately 1 hour.

We will follow this with a picnic lunch in the Rouse Hill Regional Park, located in nearby Worcester Rd.

Please contact Brian Jubb with numbers attending. As the tour size is 10 per group, we need to arrange for extra tour guides.

You can contact Brian via email at: jubbbrbrian@yahoo.com.au or telephone on 02 9602 9591



2011 New Eng & North West Autumn Wander

Bill Barry

THE NE & NW chapter's Autumn wander on Saturday 30 April and Sunday 1 May is taking shape.

After Saturday lunch at Banalasta and the Blickling Estate winery south of Uralla, the next stop will be the chapel and the elm tree avenues at Gostwyck, followed by a walk round the grounds of the fine old colonial mansion, Booloominbah, at the University of New England in Armidale.

Saturday evening will be in Guyra where

there is a choice of several motels and the highest caravan park in Australia.

Sunday morning will be a drive on the back road to Glen Innes, through Ward's Mistake and Pinkett, with a stop at Evan Miller's property to see a large collection of antique machinery and a garden well known in the district for its autumn colors.

In Glen Innes, the Celtic Festival will be in full swing, with music, food and market stalls.

Contact Ian and Sue Reeve iandsreeve@bigpond.com

Check your club diary

Wednesday, 2 February

Club Meeting, Five Dock. 8pm sharp.

Sunday, 6 February

Club outing to Rouse Hill House.

Wednesday, 9 February

Committee Meeting, Parramatta RSL, 8pm.

26-27 February

Mudgee Weekend.

Tuesday, 1 March

OASIS run to HARS at Albion Park Airport

Wednesday, 2 March

Club Meeting, Five Dock. 8pm sharp.

Sunday, 6 March

President's Breakfast, Blowfish Cafe, Narrabeen

Wednesday, 9 March

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 20 March

Illawarra Fly

25 March — 3 April

Outback 2011. Contact Hank Verwoert for info.

Wednesday, 6 April

Club Meeting, Five Dock. 8pm sharp.

Sunday, 10 April

Flower Power car show, Moorebank

Wednesday, 13 April

Committee Meeting, Parramatta RSL, 8pm.

22-24 April

Easter Pageant in Canberra

30 April — 1 May

New England & North West Autumn Wander

Sunday, 1 May

Euro Day. Lambton Park in Newcastle

Wednesday, 4 May

Club Meeting, Five Dock. 8pm sharp.

Wednesday, 11 May

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 15 May

National Motoring Heritage Day

Canberra Peugeot Pageant

PLANS FOR THE 2011 Peugeot Easter Pageant in Canberra are in place and the Peugeot Association of Canberra urges Pug lovers to make the trek to the national capital to enjoy the occasion and the attractions of the city.

The Pageant will be held in Canberra from 22 to 25 April 2011.

The event will again be based at Eaglehawk Holiday Park (www.eaglehawkpark.com.au), where there is a range of accommodation options to suit any budget.

It is situated on the eastern side of the Federal Highway on the NSW/ACT Border approximately 10 km north of Canberra. A United Service Station, Rydges Resort and a Hotel are also located on Eagle Hawk Hill, all of which is accessible by the dual lane Federal Highway and an overpass.

Accommodation provided will range from deluxe villas, cottages, cabins, and caravan sites to camping accommodation.

Everyone will need to make their own bookings with Eaglehawk Holiday Park (02 6241 6411). The minimum accommodation booking at that time of year is three nights (the length of the Pageant), with a deposit of one night being required at the time of your booking.

Please quote Reservation No. 68311 when making your booking as this ensure you are allocated one of the reserved Pageant places.

Eaglehawk Holiday Park is also offering a competitive catering package. Details will follow shortly.

The Pageant program will include a course d'élégance at one of Canberra's leading wineries, Mt Majura Vineyard (Saturday

morning), a motorkhana organised by Graham Wallis of the Victorian club (Saturday afternoon), novelty trial and day run to Braidwood (Sunday) and formal dinner (Sunday night).

Mt Majura vineyard produces some truly wonderful wines, including cool climate riesling, chardonnay, shiraz and its much-acclaimed tempranillo.

The cellar door will be open during the concourse for those interested in sampling some great drops from a region that is winning widespread recognition for its wine.

The weather will most likely be quite cool at night, but at this time of the year mornings can also be crisp and cool with the first frosts of the year possible.

On Monday morning a little sleep-in followed by a hot breakfast is planned before visitors depart.

Another option would be to attend the ANZAC Day Dawn Service, or the mid-morning Veterans March at the Australian War Memorial, where the new post-1945 gallery, covering Australia's military involvement in areas such as Korea and Vietnam, has opened since the last pageant.

Other attractions in Canberra over Easter will include the National Folk Festival, and exhibitions at the newly-extended National Gallery of Australia and the stunning National Portrait Gallery, a new and impressive addition to the Canberra scene since the last pageant.

The Pageant Sub-committee comprises President Brad Pillans, Colin Handley, John Bower and Peter Rees.

Picture: Guy Churchill





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Ross Berghofer

EARLIER THE CLUB flagged the proposal to increase yearly membership fees from \$50 to \$52. Next year's club budget is projected to be a deficit, so the club needs to increase its membership fees by \$2 from 1 July 2011. This is because a declining membership base coupled with increasing costs of printing and posting the club magazine, The Pugilist, is expected to put the club into a position where expenditure will exceed its income.

Members will recall that the club experienced recent deficits and we do not want that situation to recur. Other unexpected expenses place a burden on the club, such as the recently discovered return to sender policy of Australia Post, where the club pays the return mail postage for magazines sent by print post.

So, here it is officially, in accordance with section 8 (3) of the club's constitution:

Notice of special general meeting on 2 March 2011 from 8:00 pm at the Veteran Car Club hall, 164 Queens Road, Five Dock. The motion to be put is "that the annual membership fee of the club be \$52 from 1 July 2011 until the next revision in fees". Paragraph 26 (2) of the club's constitution will be invoked to decide this matter; it provides that a quorum of a special general meeting is five members.

New Members

We have new members to announce this month. We'd like to welcome:
Grant Goozee 202BH, 203 & 2x403s

Please say hello if you see or hear our new members around the traps.

The club needs more members to sustain the benefits we all receive.

Why not take a handful of business cards at the next meeting to hand out to potential club members when you see them in a Peugeot?

Spread the word!

Interlude Tours

2011 — Europe and Canada

Following a blockbusting tour to Europe in 2010 Interlude is proposing a similar journey in April/May 2011.

If you are interested or require more information see details below

Interlude also has a special Canadian interlude on the 2011 calendar from 24 September to 28th October.

Interest in the preliminary itinerary for this tour has been overwhelming.

Contact Jeanette on 02 9405 2218 or visit our website:

www.interlude-tours.com

Caution: Motorkhanas are fun

Robert Rigg

WHO IN SYDNEY wants to run some or all of the motorkhana rounds this year?

You only need a roadworthy car, a Peugeot car club membership, a basic CAMS licence (Level 2 Non Speed) and probably \$50 entry for a great day.

It is best to have the club and Cams licence before you turn up. Just show up on the day at the ground about 9:00am.

The first round is run by the Renault car club 27th February 2011 at Nirimba TAFE (just drive slowly right down to the back of the TAFE).

You will probably get 6-8 tests run twice on the day (12-16 timed runs). Only the best timed runs count, (so if you stuff one test you get another chance).

There are 7 rounds this year — 5 on tarmac at Nirimba TAFE and 2 on dirt at Awaba (Toronto). You can run 1 or all the rounds.

Round	Date	Location	Surface	Club	Contact	Number
1	Sunday 27th February	Nirimba	Tarmac	Renault Car Club	Bob Sprague	0414670320
2	Sunday 20th March	Nirimba	Tarmac	Thornleigh Car Club	Andrew Crowley	0421334426
3	Sunday 5th June	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
4	Sunday 24th July	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
5	Sunday 14th August	Nirimba	Tarmac	Mini Car Club	Ron Adlam	0427043854
6	Sunday 11th September	Nirimba	Tarmac	Volkswagen Club	Cameron Hart	0407003359
7	Sunday 16th October	Nirimba	Tarmac	Hills District Car Club	Peter Batt	0400828911

Peugeots are quite good and very competitive at Motorkhanas.

Drive as hard or slow as you like, though I can assure you getting all the tests correct and not hitting any markers is the best for starters. We all started somewhere. Don't be put off if you don't win at your first attempt (and if you do I will be packing up for the day). I drove in my first motorkhana when I was 39!

Search through this great site on motorkhanas <http://motorkhana1.webs.com/index.html>

A few Pugs have turned up to the Renault training days in years gone by and have shown promise, though have gone no further.

Last year there were two Pugs and a couple of Renaults regularly turning up.

See you at Nirimba on the 27 Feb.

President's Breakfast



Nigel Nash

IT WAS PROPOSED our 2011 President's Breakfast be held at The Cricketer's Arms, at Prospect but they no longer serve breakfast so it is back to the popular Blow Fish Café,

in Narrabeen.

We have again booked the verandah overlooking the lake.

A tasty full breakfast is around \$16.50 with other options including vegetarian. See the website for the full menu.

I will start collecting bookings at the February club meeting.

Parking is available in the Café's off street car park.

I have made a provisional booking for 40 people and will need to finalise the numbers after our March club meeting.

Please see me at the meeting, call me on 9456 1245 or email me on emvale@bigpond.

net to book your seat.

The Blow Fish Café is at 11 Narrabeen Street, which runs west off Pittwater Road. www.blowfishcafe.com.au



Poor view: Ray Chappelow snapped this pic of the 2009 event. As you can see it's a decent place to have brekkie with friends

OASIS runs for 2011

Ted de Lissa

AS THERE WAS not an OASIS Run in January, this report will be brief.

The OASIS Calendar has been set for the first half of 2011 and looks to be filled with some very interesting runs. Mark up your calendars and make sure you don't miss out.

The February Run will be completed by the time you receive this Magazine. It was to The Power House Museum Collection Centre at Castle Hill. A full report next month.

The balance of the outings is as follow,

March 1st – The Historic Aircraft Restoration Society Museum at Albion Park in the grounds of the Regional Airport. The museum and

hangar complex is open to the public seven days a week and we will be taken on a guided tour of the complex. You will certainly enjoy your visit. Meet at McDonald's Heathcote, (Cnr of Heathcote Road and the Princes Highway) at 9.00am for a 9.15 am sharp departure.

Luncheon venue to be advised.

April – 1st Elizabeth Farm, historic Homestead at Rouse Hill. Experience the History, rather than reading about it.

May 3rd – Thirlmere Rail Museum Heritage Centre located in the picturesque foothills of the Southern Highlands.

You can contact me on 02 9771 5552 or 0412 740 549. The OASIS run website is at www.mmpc.abj.net.au



It says the cockpit is here

THE Peugeot Car Club of New South Wales Inc – now 38 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 Stanthorpe, Ulverstone in Tassie was 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 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
ABN 86 542 472 493**

• 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 will be in October and there are still vacancies (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 \$50 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 July 1.) An application form for membership should be with the mailing sheet with this magazine. In February, a part year concession rate of \$26 kicks in.

The Pugilist

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• **Ad deadline is Tue, 15 February.**

Other copy before then if possible.

• 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, 24 February

Who are ya gonna call?

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205 Anthony Musson

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206 Simon Craig 9630 9668

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403 Gavin Ward 4441 1232

404, 504, 604 Steve Palocz,

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Rob Turner 4861 4154

turner.rob2@gmail.com

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Christmas rush saves Pug year

Peter Wilson

PEUGEOT SALES IN Australia picked up in December after a late surge in buying gave the marque a 38 per cent improvement on November and a 21 per cent gain on the previous December.

The brand enjoyed Christmas in a month when national sales fell 2.5 per cent.

While December was a big month for the Koreans and the Germans, some big names – Audi, Ford, Holden, Honda, Jeep, Mazda and Mitsubishi – couldn't catch their previous December figures.

Peugeot's recovery followed a particularly tough spring, which culminated in a slump to the second lowest monthly result for the year in November, just 402.

Perhaps buyers were waiting, poised to collect the Korean-style extended warranties, free on-roads and other end-of-year special offers that came up in December.

They were keen enough to clear 557 Pugs from the dealerships, the best result since the end-of-financial-year frenzy in June, according to official statistics.

Peugeot maintained its place as the leading French brand, which is in line with its global figures, but VFACTS listed it as No. 20 on the industry's marque chart. However, Peugeot was steady as No. 6 prestige passenger marque.

Peugeot Automobiles Australia's result of 5,649 for 2010 was still 105 units short of the 5,744 in 2009, but that was down only 1.7 per cent.

The highlight was the return of the 207 to triple figures. The 104 sales in December improved on the 59 and 88 of the previous two Decembers.

The super-mini sold 943 units in 2010, compared with 853 in 2009 and 1,625 in 2008, and led its class of light cars under \$25,000. The light cars under \$25,000 shift big volumes – the Hyundai Getz (21,547) trumped the Toyota Yaris (21,452) and the 207 was 16th in the combined class.

The perceived value of the Sportium package helped the recovery. It was to be limited until October, but Peugeot is now happy to extend the limit to about March.

The 207 came runner up to the South African-built Polo 66TDi in the NRMA 2010 best car list

in the under \$20,000 class.

But under the Open Road caption for the 207 is the cryptic line, "Servicing prices hurt the 207", which appears based on the piece of string length theory of "projected running costs over five years".

The 207 sold well in the UK where in 2010 it was No. 7 in popularity with 42,185 units.

Meanwhile, the Sportium and long warranty factors helped improve 308 figures from the August low of 116 to 294 in December, which was better than its best monthly average of 279 in 2008 and brought the year's total to 2,827.

The 3008 found 44 owners. Since its release in April, it has averaged 48 registrations a month for a year's total of 435.

The sportier new RCZ was down to 22 sales, bringing the number on the road since July to 152. Its best month was 48 sales in October and a fresh advertising campaign has begun. Curiously, its biggest market has been in NSW.

Other models were also down on the previous December.

The last runout push for the 407 resulted in 23 sales, bringing the year's total to 187.

Its ranks as a very successful Peugeot model, with sales of 6,543 units in seven years. Its powerful, yet frugal diesel was such a big attraction that petrol variants were discontinued. Its best year was 1,659 in 2005, but its popularity diminished over the past few years as more European diesel rivals entered the market.



Run out: The 407 was a highly successful big Pug with total Australian sales of over 7,000 units of all models.

The coupé was even more successful than the glamorous Italian-styled 406, with 524 sales over five years.

Citroen boomed in December, up 67%, and slightly ahead for the year with 1,603 sales.

The C4 led the parade with 540 units and the Berlingo van beat the C5 343 to 340.

Renault also had a December surge, up 32 per cent to 221, but after the big marketing splurge, total sales of 1,907 were 20 per cent down for the year.

Its best-selling model was the Koleos with 816 units, though that was down almost 20 per cent on 2009. The Megane improved its sales 22 per cent to 289 units.

The strange thing is that Renault found 159 buyers willing to drive a van with the incorrect spelling of Trafic.

Prestige passenger marques

1.	Honda	33,131
2.	Volkswagen	28,799
3.	Mercedes Benz	15,333
4.	BMW	11,799
5.	Audi	5,854
6.	Peugeot	5,054
7.	Lexus	3,829

Peugeot Australian Sales 2010													
Model	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
207	47	50	91	73	69	54	69	134	87	83	82	104	943
207 CC	13	22	30	23	31	10	6	16	15	19	14	13	212
308	254	233	250	238	333	428	204	116	151	142	184	294	2827
308 CC	27	30	34	44	16	29	31	22	14	16	9	27	299
3008	-	-	-	30	11	56	44	66	61	62	51	44	425
RCZ	-	-	-	-	-	-	10	13	28	48	31	22	152
407	15	19	19	19	16	22	8	12	17	9	8	23	187
407 coupé	0	3	1	1	0	3	0	1	0	0	0	0	9
4007	48	35	43	32	38	69	36	22	19	22	15	15	394
Partner	17	8	10	19	8	14	39	13	11	7	4	11	161
Expert	1	0	5	4	2	6	2	5	6	1	4	4	40
Month	422	400	483	483	524	691	449	420	409	409	402	557	5649
2009	526	463	513	431	503	748	443	412	405	401	439	460	5744

Pugalong 2011



Ted de Lissa

THIS YEAR THE Pugger Buggers Group will be running Pugalong 2011 in the South East of Australia, from 14-22 May.

All roads will be suitable for Pugs of all shapes and sizes, but the older the better. Mostly National Park tracks and gravel roads and off the beaten track.

Once again we will be bunking at Motels and Caravan Parks, as per the list, but we suggest you book early to avoid disappointment. Possibly make arrangements to share and cut costs.

Most mornings will be 8.30am starts after briefing. The start will be from The Snowtells Caravan Park, Snowy Mountains Highway, Cooma – (02) 6452 1828

Dinner at a venue to be announced for farewells — maybe at the Thai restaurant at the Park.

For further information contact Neville Summerill – (02) 6458 7208, Brian Jubb – (02) 9602 9591 or Ted de Lissa (02) 9771 5552.



Day 1	Snowtells Caravan Park, 9.00 am Travel from Cooma to Nimatabel, Wandella, Bodalla, then on to Moruya Heads.	Big 4 East Dolphin Beach Holiday Park, Moruya Heads	(02) 4474 2748
Day 2	Travel from Moruys Heads to Araluen, Captains Flat, Burra, Tharwa, Shannon's Flat, to Adaminaby.	Adaminaby Country Inn Motel	(02) 6454 2380
Day 3	Travel from Adaminaby to Providence Portal, Tantangra Dam, Yarrangobilly, Talbingo, Tumbarumba.	The Tumbarumba Motel Tumbarumba Creek Caravan Park	(02) 6948 3330 (02) 6948 2380
Day 4	Leave Tumbarumba and travel to Sue City, Selwyn, Cabramurra, Corryong, Nariel, Benambra to Omeo.	The Omeo Golden Age Motel	(03) 5159 1344
Day 5	Travel to Lake Omeo, Benambra, Wullgulmerang, Buchan, to Orbost.	Orbost Countryman Motor Inn	(03) 5154 1311
Day 6	Orbost to Marlo, Bemm River Rain Forest, Errinundra, Bondi Forest,	Bondi Forest Lodge	No booking reqd
Day 7	Bondi Forest Lodge to Bendoc, Bonang, McKillop's Bridge, up the Barry Way to Jindabyne to finish the trip.	Snowtells Caravan Park	(02) 6452 1828

New merchandise



Ted de Lissa

NEW STOCK IS on its way and should be available for the February meeting. It includes black number plate frames with the Club's name in white (these are available in both Slimline and Standard sizes); Miniature 9 LED torches engraved with Peugeot and new stocks of Polo shirts and caps, featuring the new Peugeot lion.

The meeting raffles have been a great success, so thank you for your participation. To reflect this, the prizes on offer will be of a better quality. This additional money is assisting the Club financially.



Number Plate frames: Available in NSW standard and slimline sizes

Sport stuff: Peugeot Sport shirt from the explosive 2010 Le Mans campaign



FAP Jacket: 2 windcheater jackets (Size M or L) are also available for auction



Special Auction

The club has three items of special merchandise that will be of interest to all members.

The committee has decided that the fair way to offer these items to members is to hold an auction and sell them to the highest bidders.

The items are two Peugeot 908 HDi windcheater jackets (one L and one M). They are monogrammed on the front and back and are silky fabric and fleecy lined.

The other item is a Peugeot Sport collared dress shirt, (size L), with Peugeot and other logos on the front and back.

The items will be sold separately and will be on display at the February meeting.

The rules of the auction will be as follow.

Bids can be made via e-mail to Ted de Lissa at teddelissa@optusnet.com.au or phoning me on (02) 9771 5552 or 0412 740 549

The auction will finish at 6.00pm on 28th of February.

Bids lodged after this time will be invalid. As they say in the classics, "The Judge's decision will be final and no correspondence will be entered into"...



Rear view: The back of the Peugeot Sport shirt

Brisbane floods – Dick going like a rocket!



Kay Marken

EVERYONE KNOWS someone who was directly affected by the 2011 floods.

It was particularly extreme at Grantham, where many lost their lives.

Some were rescued from this bridge, with aftermath photos showing the level of destruction delivered.



Photo: Craig Borrow

By the time you read this, many more areas will have been inundated in all states of eastern Australia, with devastating consequences for many.

An image we will remember for a long time was that of the rescue of a woman in her seventies and her passengers from a Peugeot 307 during the avalanche of water through Toowoomba, which made national television. Her car and many others were later seen surfing into the distance. This flash flood in particular — and its high death toll — is what made the southeast situation different to many other flooded areas.

Another Peugeot lost to the floods belonged to a young woman who had been away on holidays, to find on her return to Brisbane that her beloved new Peugeot, and everything else she owned, had been immersed in the turbid floodwaters.

Some PCQ members were also affected, to varying degrees.

So how did it affect PCQ members and the Peugeot fraternity? Well, lots of them we don't know about yet, as communication and travel have both been limited.

Authorities repeatedly advised that all unnecessary trips be curtailed, so we haven't been out and about.

Peter and Carol Wilson were in Toowoomba when the disaster started there, and had driven through water on their way in, but fortunately not the torrent that swept everything in its path.

Queensland club president Vern Pepper's problem was not flooding, but water cascading down the slope, so he spent some time making sure various Peugeot engines and gearboxes under the house were high

and dry.

The fantastic volunteer response in Queensland has lessened the blow somewhat for many who were directly affected, both before and after the event. John Burdak spent a couple of days — starting at six in the morning — helping a friend who had been inundated and Jon Snow and his family were part of the team cleaning up at Chelmer, but didn't realise he was working a few doors down from Dick Owen.

Dick was living in the same house as he was when his house went under in 1974, so like all '74ers, he knew what he was in for. So did his son, Andrew, who made a few phone calls and the rest of the sons and grandsons arrived Tuesday and literally packed up the house and garage. They were also helped by a passing uni student, who stayed until 11pm Tuesday night.

Everything possible to be removed was,

including fridges. Dick says he was so proud of his helpers; he didn't have to do any organising himself, and found the time to wrap his thirty-five model train sets that were in a display cabinet downstairs.

Of course the treasured original Mini and Peugeot 504 were moved to high ground before the floodwaters rose. By 2am Wednesday morning they finally left to stay with his son at Graceville, leaving only a couple of larger items upstairs.

They went back again later on Wednesday morning to collect a few more things, even the spanners on the hooks under the house. Finally they left at 2:30pm when the water was knee-deep, with water police and lifesavers shuttling them out in a boat.

And Dick says he feels he was a really lucky guy. The water only came up about four feet at his house; it was actually about 6 feet lower than it was in 1974 (we are talking in feet because that's the era Dick comes from).

Thursday morning at 6am they went back and started hosing it out, only six hours and they were done. Then they went to start on the neighbour's house, because they weren't back there to do it yet!

Then on Saturday, they helped another neighbour, who was 83, taking her memorabilia and crockery home to clean properly.

The electrician checked everything Monday morning, Helen is back home too, and they are doing very well thank you. But they feel sorry for everyone else, and very upset at seeing things thrown out that could have been saved.

And so, although we worried, we now know that the unstoppable Dick Owen must have bred his children the same way, and as he says, "I'm going like a rocket!"

They breed them tough in Queensland.

Flooded Dealers

Peter Wilson

"We were lucky that no dealerships were adversely affected by the Queensland floods,"

Peugeot Automobiles Australia spokeswoman Kirin Tipping told the Pugilist.

However, the floods came uncomfortably close to City Peugeot Brisbane, she said.

The Fortitude Valley dealership was lucky when the rising waters stopped at the street outside the dealership.

Floodwaters reached the doorstep of the service centre and stopped a metre from the sandbags at the delivery centre.

The Toowoomba dealership in James Street was not affected by the avalanche of water through the main street.

However, the home of the Bundaberg dealer was wrecked by flooding.

In Toowoomba, former Queensland club president Peter Wilson had a suspected heart attack and a struggle through floodwaters to get to the hospital for emergency treatment. The heart was fine; the discomfort was caused by something else and he booked in to a specialist for treatment.



Dick Owen on duty at the WRC in northern NSW in 2009.



Redex 203 Restoration

Peter Nash

AS REPORTED IN the December Pugilist, Graham Wallis is considering putting on a 60th anniversary Redex re-run in 2013. He is keen to have as many 203s as possible.

I acquired a 203 in July 2002, which received some attention at that time.

The car was complete but suffering superficial rust on the shell and required some work to the inner sills etc. This was carried out in the yard at Mt Kuringai.

The brakes and suspension bushes were overhauled. The shell was then shot blasted and roughly primed to stop the rust.

Since then it has languished at the back of the garage, gathering dust and other ornamentation.

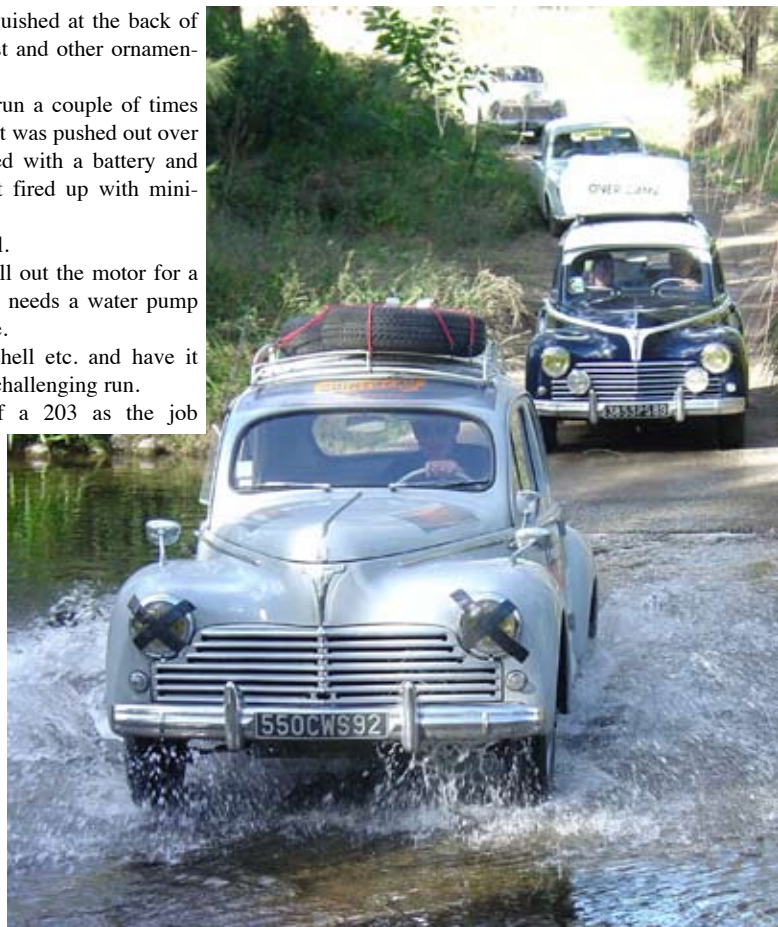
The motor has been run a couple of times over the years and when it was pushed out over Christmas 2010 and fitted with a battery and temporary fuel supply, it fired up with minimum attention.

The interior is original.

The intention is to pull out the motor for a check over—it definitely needs a water pump and who knows what else.

I have to paint the shell etc. and have it ready to meet Graham's challenging run.

More of the tale of a 203 as the job progresses.



Happy Birthday 402!



A Peugeot 402 6-light at the Terre Blanche Archive Centre

Photos: Alastair Inglis and Richard Barker

The 75th anniversary last year of the Peugeot 402 range has been a little overshadowed by the 50th anniversary of the 404s because of age and probably the number of running cars left. Nevertheless, there follows a brief history of the Peugeot 402, concentrating on the saloon.

Richard Barker

THE 402 WAS something of a styling departure for Peugeot in the 1936. Previously, Peugeot had built solid, robust and conventionally “square” shaped cars, with few exceptions.

However, at the 1936 Motor Show in Paris, Peugeot displayed an aerodynamic 5-seater saloon, totally different to the existing conservative range of cars, with the bodywork having a smoothed overall shape which was intended to cut down wind resistance.

Most strikingly, it had the headlights hidden behind the front grill rather than out on the wings thereby further reducing wind resistance.

There was an attraction in the early thirties for aerodynamic experiments with cars and the 402 was probably influenced by the earlier introduction of the Chrysler Airflow.

Various makers brought out their own versions of supposedly aerodynamic cars including Tatra and Adler, some models being more successful than others.

Peugeot's idea was to challenge the Traction Avant which had been introduced a few years before, and which, despite initial problems, was becoming the car of choice for the French motorist.

The basic 402 saloon was followed by the

202 and the 302, so basically there were small, medium and large versions of the same body shape.

There were various body styles on the different chassis including, on the 402, Roadster, Drophead, two door and Commerciale.

A very few had a metal roof which disappeared into the boot electrically or, thanks to counterbalances, by hand, presaging the recent trend for disappearing roofs.

Unlike the Traction Avant, which used an existing engine, the 402 had a newly developed

1.9 litre engine to go with the new body and in 1937 the 402b came out with a 2.1 engine to give greater performance.

The original power output was 11cv, rising to 12cv for the 402b, the power increase being also due to the Alpax alloy cylinder head.

The idea was apparently to keep weight down and have a high third (top) gear for easy and fast cruising on the Route Nationales.

Having only driven mine about a foot (!) I don't know how capable the performance was or is now.

A few years ago I spent an enjoyable day being driven around Belgium in a 302, which has a slightly smaller body to go with a slightly smaller 1.7 engine, and that seemed quite capable of maintaining decent average speeds without being pushed too hard. However, the



Victor Lane's standard 402, now in UK mag The Automobile's Oily Rag Collection

202, with a 1.1 litre engine, does struggle a bit performance-wise.

The nickname for the 402 was the Fuseau Sochaux, or Sochaux Streamliner.

The bodywork of all the models was quite simple and the major external changes for the 402b were to give it a slightly more protuberant grill and a much larger and more bulbous boot (which did slightly affect the smooth shape from front to back) but no doubt meant it was more useable.

The later versions had Michelin Pilote wheels which were the thirties equivalent of our modern alloys.

External decoration was kept to a minimum with little chrome but the rear wheel spats had stylish art deco lions heads and at the front the large waterfall grille dominated.

Suspension was in the usual soft French manner with a transverse leaf spring at the front and leaf springs at the rear.

The interior is hardwearing ribbed cloth for the seats and fairly plain door trims. There are split front and rear screens and three windows down each side.

As the gear lever sprouts from the dashboard the front bench seat can accommodate 3 if necessary.

The limousine, or stretched version with

long wheelbase, has two opera seats in the back which fold away when not needed. The rear is somewhere one can really stretch out on either saloon or limousine.

The headlight switch unusually forms the centre of the steering wheel. Twist and the side-lights and then the headlights come on. Push and the horn blows. Headlights are mechanically dipped with a lever.

The 402 survival rate is not good, especially compared to the numerous Traction Avants there are about.

In all around 58,000 of the various 402 body types were made until production ended in 1940/41.

Around 158,000 Citroëns were made during the same period which may be why every news-reel for the period seems to show almost exclusively Traction Avants.

402s were not made after the war, production restarting only with the 202. I had been told that the reason there were so few about was because the German Army had liked them so much they had taken them off to Russia where they unfortunately tended to stay.

I had treated that with some scepticism as the usual reason a type of car has not survived in decent numbers is because they were so bad when new that they were junked as soon as possible.

However, I saw a TV programme on the History channel earlier this year which included a shot of an anti-aircraft battery in Russia and there in the middle was unmistakably a 402.

Perhaps the story is true after all. Very few appear at old car meetings even in France.

At the International at Sochaux last year I did not count them but there were perhaps



A nicely restored 402B at an event 20 years ago

The front windcreens wind open as was the custom then but not very far and if the intention was to have clear vision in fog it would involve a certain amount of crouching down to peer through the opening!

It lets in cold air in summer but there are large flaps just in front of the windcreens which divert air inside when raised.





a very desirable ute awaiting restoration at Peugeot's Terre Blanche Archive Centre

twenty or so of the different body shapes, out of around 450 cars, which is more than I have ever seen together. Usually at International meetings there will be less than ten.

The 202s are comparatively numerous.

As far as I know, there are four 402s in England now, and only one is a runner.

Our 02 Registrar Stephen Clifford has an interesting one that has at some time (and I hope during the war) been machine-gunned.

Instead of the usual patches to replace rust there are neat welded patches to cover the bullet holes and there is a bulge in part of the chassis where a bullet has gone in one side but not made it out the other.

Someone must have thought it worth repairing as a lot of work, including replacing the engine, would have been needed to get it back on the road.

I was also told that mine had been used by General De Gaulle while he was exiled here but although I am glued to any newsreel or photographs of him taken during the war, no Peugeots have appeared as yet.

There are one or two 302s in England, only one roadworthy as far as I know and rather more 202s, including pick-ups, but none of them come out often.

I would be happy to hear news of any of the range which I have not mentioned already.

Richard's 402

I have owned mine, a 1939 402B, for about 20 years.

The later 'B' version has a boot and the larger 2142cc engine (instead of 1991cc) thus increasing the HP from 11 to 12HP, and was produced from 1938 until the end of 1941.

It was bought as a non-runner, basically because I had seen it advertised not too far away and went to see it as I did not know what one looked like.

The owner accepted a low offer as he was losing the barn it was stored in. I had been looking for a 404 saloon and the 402 was something of a mistake.

Incidentally, I still want a 404 if there is one out there for sale?

Having bought it, I joined the Club and found that the then Chairman lived a few miles away and had the only other complete (but dis-

mantled) one in England.

ended up having that for spares, together with the remains of a third which had been broken.



Renovator's delight: Richard's 402B, as it arrived from the seller

Embarrassingly I met the chap who sold me mine a year or so ago when collecting some 203 parts and had to confess that it was still not finished. He took it very well....

As all rebuilds go, it started with enthusiasm and dismantling. It is amazing how much room a dismantled car takes up.

I also had most of two others so there were 12 doors. 30 windows, three engines etc.

I did not want to throw anything out in case it was needed as a pattern but the parts which were worn on one car were generally worn on the others.

The two other spares cars were in fact standard 402s but most parts were interchangeable.

One major difference was that my original one was converted, presumably by the factory, to right hand drive. I have not come across another, although I read in one of the magazines a few years ago of one being made to special order for a one-eyed man in Portugal who felt safer driving a right handed car.

The conversion is obviously to put the steering column and box on the right hand side, with the drop arms being special, and move the starter motor over to the left side of the engine.

That meant a special aluminium bell housing stretching partly under the rear of the engine and bolting on to the gearbox with a fabricated hole for the starter motor.

As the corresponding part on the standard version included the rear engine mountings so does my special one. It's quite complicated and must have been difficult to make as a one or two-off.

Mine was, I believe, the only Peugeot to be imported into England in 1939 after which war

stopped play.

It was the intention to sell Peugeots in England then, but presumably left hand drive ones, as I acquired at Beaulieu auto jumble a large fold-out brochure dated 1939 with exactly the same pictures and drawings as the French version but in English, and at another auto jumble I found a garage price list giving the range for sale and prices in English and in sterling of



Progress is in the eye of the beholder

the 202 and 402 range.

A 402 in 1939 cost £285 or £295 with sliding roof. I did bid unsuccessfully on eBay for an English version of the handbook but dropped out when the price approached the amount I had paid for the car.

The starter motor could be a long term problem. It was the only part missing from mine and although I made one up out of the spares I had, it only lasted a short time before getting hot and giving up.

The workings inside are a peculiar mixture of springs of various sizes. I am not familiar enough with thirties cars to tell how unusual or usual it is. It's nothing like a modern one, though. There is a starting handle if all else fails.

The reasons why mine is not now on the road after so long are varied. First ill health meant work stopped for a year or so, and never really got going again as other projects took over.

The poor thing went from the home garage to under the carport to under a tarpaulin in the front garden to a lock up garage a few miles away where it is at present, surrounded by and full of spares.

Most of the hard work, as the advertisements say, has been done. All the doors were rusty in various degrees at the bottom so I cut the rust out of the better ones and made up and welded in new bottoms, with help from a Technical college restoration course.

I found an unused boot lid at a French auto jumble complete with original Peugeot transfer.

There are of course no parts for them in England but the French auto jumbles turned up various better bits than I had, for example door handles, as some chrome and smaller items were carried over to the 203 which was made in vastly greater numbers and therefore easier to find.

There are French specialists who can supply mechanical parts.

From Depanauto came new engine gaskets, seals, bearings, etc and the engine was rebuilt with white metal bearings, new valves and springs. It ran for a few minutes and actually moved forward but I had to stop as the carburettor started to leak.

As this was about 18 years ago I suspect I will have to take the engine to bits again before trying it.

The chassis was rubbed down and painted. New brake parts and cables fitted. The seats have been recovered. The body has been repaired from the A-posts back, as necessary, and sprayed a slightly too light shade of red. (pic 2) When bought it was pink!

I intend to put a final darker coat of paint on when the front end is finished.

The bonnet, grill and wings are primed and were ready for painting (pic 4) but again will probably now need to be redone.

Rubbing down and priming the grill was incredibly time consuming, and rather than go through that again I may "temporarily" fit a spare chrome one from a standard 402, although it is not quite the same profile as can be seen from the photograph (pic 4).

Apart from the front end needing to be finished, the headlining has to be fitted and a rewire carried out and then all minor bits and pieces I have not lost or misplaced refitted.

Simple. One of these days.

Looking better, but still a fair distance to travel





At \$2m, they can have his 504

Peter Wilson

Much as Australian club members revere the Peugeot 504, it's unlikely that any will try to top an unnamed Arab's \$2 million bid for the white 1977 sedan that belongs to Iranian president Mahmoud Ahmadinejad.

It's a low km, well kept, regularly serviced vehicle of Iranian spec, but left hand drive and much plainer than Australian models.

The seats lack head rests, the instruments and facia are very different and it is not equipped with air.

In Iran an unsentimental buyer would normally pay about \$2,000 for a similar 504.

Like Ho Chi Minh's grey Peugeot 404, enshrined in a glass enclosure on Pan Van Han in Ho Chi Minh City, it is special because of its owner, not because it is a rarified symbol of executive status.

The president sees himself as a man for the people and made a point of being seen in his humble Pug when he was mayor of Tehran, before he become president in 2005.

That has been very crafty because critics of the regime point out that the Peugeot is registered in the name of the presidential missus.

However, Ahmadinejad has used the car less and less in recent years.

He is on the nose with a lot of people and his security guards have pressured him into using a Mercedes that is akin to a mobile fortress. And it has air.

In giving up the Peugeot, Ahmadinejad has espoused a worthy cause, offering to give the proceeds of its auction by Iran's central bank towards housing for the poor and disabled.

After housing prices have soared, the despot ruler has timed the sale to help raise his image just before another election.

A website has been set up for the auction and it costs \$50 to \$65 to register to bid. In mid-February, bidders will be invited to Abadan to a classic car auction listing 70 luxurious vehicles.

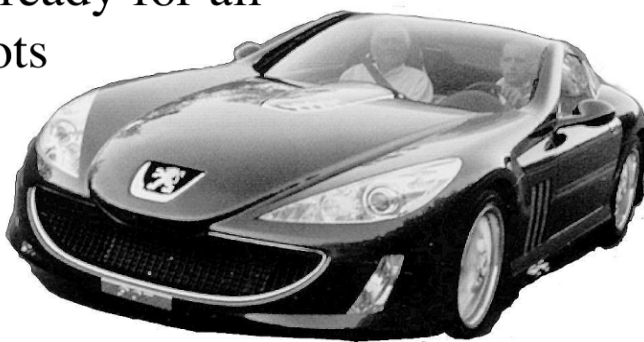
With an initial bid of \$1 million on the table from an unnamed neighbouring country in December, the keenest interest appears to be from those who have done well in the oil business.

Perhaps the Pug's fate will be to be exhibited atop a spectacular tower in an emirates city.

www.ahmadinejad-car.com



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OUTBACK 2011

VIC, SA & NSW

FRIDAY 25 MARCH – SUNDAY 3 APRIL

A trip to the Outback without going too far from home.

Arrive in Nhill on the afternoon or evening of Friday 25 March.

Day 1 Saturday 26 March 250 km*
Nhill, Yanac, Murrayville, Manya, Berrook, Shearers Quarters near Sunset Crater – *Bush Camp*.

Day 2 Sunday 27 March 160km*
Shearers Quarters, Settlement Rd., Meridian Rd., Wentworth – *Caravan Park*.

Day 3 Monday 28 March 200 km*
Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale (ruin) – *Bush Camp*.

Day 4 Tuesday 29 March 190 km*
Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra – *Caravan Park*.

Day 5 Wednesday 30 March Rest Day
Burra – *Caravan Park*.

Day 6 Thursday 31 March 200 km*
Burra, Chalk Cliffs, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale – *Bush Camp*.

Day 7 Friday 1 April 230 km*
Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Greenvale, Pooncarie – *Caravan Park*.

Day 8 Saturday 2 April 190 km*
Pooncarie, Wyoming, Karpa Kora, Wilkurra, Spring Hills, Garnpang – *Bush Camp*.

Day 9 Sunday 3 April 240 km*
Garnpang, Gol Gol, Boree Plains, Turlee, Prungle, Robinvale – *Caravan Park*.

**approximate km*

Hank Verwoert Ph (03) 9783 2718
Email: verwoert@netspace.net.au

Oran Park Reunion

12 February

Ted de Lissa

The Committee of "the Friends of Oran Park" cordially invite members of the Peugeot Car Club of NSW to attend this evening.

Friends of Oran Park Motor Racing & the New South Wales Road Racing Club invite you to the Oran Park Reunion on Saturday 12th February 2011 (7pm), at:

St George Masonic Club
86 Roberts Avenue, Mortdale

The event is open to all drivers, riders, pit crew, officials and anyone who experienced the days of glory of this great circuit during its 48 years of operation

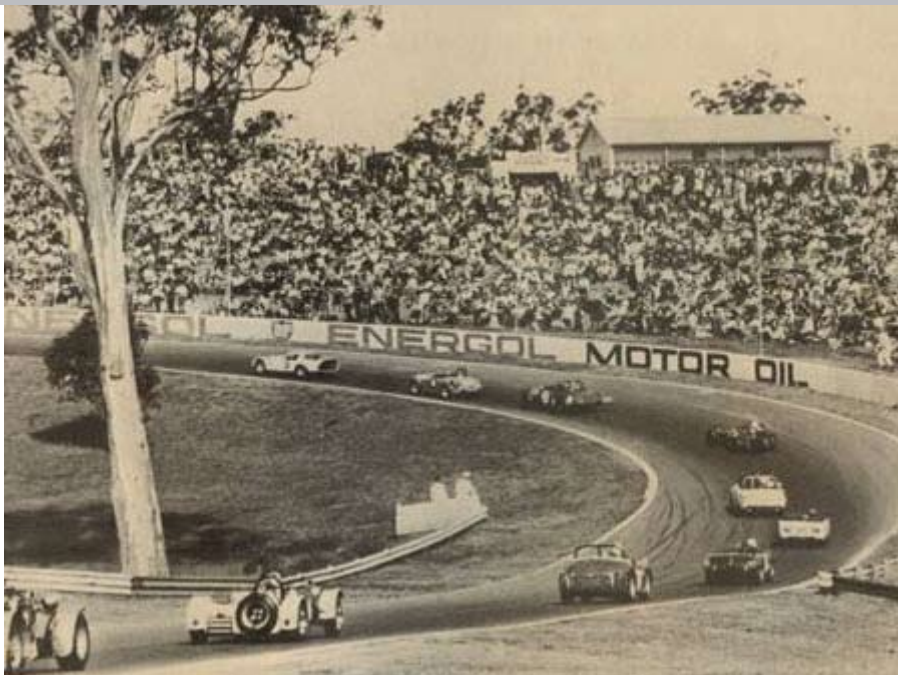
A short tribute will be held for the late George Murray, a former Club President and one of the enthusiasts who founded the Oran Park circuit

This event has been designed to allow all those who attend to mingle in a private room equipped with sound and video facilities plus a bar operating at Club prices.

There will be guest speakers, films of the era and memorabilia displays. The Club has parking and is readily accessible by both road and rail.

There will be a Driver and Rider Forum including John Leffler and Don Holland representing the cars, and Len Atlee and Tony Hatton the bikes.

The evening includes a meal consisting of finger food at a cost of \$25 per head.



Bookings can be made via EFT to:

Bank Account 491874713

BSB 112-879

or cheques made payable to "Friends of Oran Park Motor Racing" and mailed to:

51 McGirr St., Padstow NSW 2211

For more info, contact:

Nev. Beyer 0438 160 140

nrbeyer@bigpond.com

Ted de Lissa 0412 740 549

teddelissa@optusnet.com.au

Darrylyn Huitt

darrylyncharles@optusnet.com.au

You can also go to the NSW Road racing Club web site at

www.nswrrc.com.au



Brian Jubb

Join us on Sunday, 20 March for a memorable stroll amongst the tree tops of the Illawarra region.

The plan is to meet at 9:30 (for a 10am departure) at Leo's Road House on Campbelltown Road, The Cross Roads.

From there we will drive down the Hume Highway to Mittagong, where we will leave the highway and head through Mittagong and then Bowral.

From Bowral we'll head to Robertson and proceed past the giant spud, before turning right into Jambaroo Mountain Rd at the Robertson Pie Shop.

Ten km down the road we'll turn left into Knights Hill Road, following the signs to the Illawarra Fly Air Walk

The Air Walk entry fee is \$22 for adults and \$20 for seniors

Wollongong and Kiama.

Those not wishing to walk can sit in the café shop area and still enjoy the forest view.

After the walk we'll have a picnic lunch at Carrington Falls Picnic area, with more details on the day.

Bring your own picnic or perhaps buy a pie from the famous Robertson pie shop.



Illawarra Fly Air Walk & Picnic

20th March

The walk is a 500 metres elevated tree top walk with views over Lake Illawarra and spanning between



605 Ute finished at last



Richard Markin.

Thursday 18th June I drove down the road to Queensland Transport at Cleveland and registered the one and only Peugeot 605 Ute in the world.

On Friday I fitted the new wheels and tyres (16" X 7" performance wheels) then on Saturday I pinched the power steering servo regulator off my No. 2 605 and fitted it to the ute to correct a problem with the variable speed steering on the ute. (I had previously robbed the one from the ute to fit to the No 1 605 to keep Kay happy.) These servo regulators are another part that is no longer available and your only recourse is to obtain secondhand ones.

The approval process turned out to be

quite simple, if you discount the seven weeks it took to process its way through Qld Transport. I assume that QT approved engineer Earl's final submission along with the before and after test results and photos of the structural work resulted in an approval that meant all I had to do was get a roadworthy certificate and third party insurance and then rock up to my local registration office with a bucket load of cash and the 605 ute was ready to go.

So what have I been doing



for the past seven weeks?

Apart from battling recalcitrant airbag systems, I've been building/finishing off the hard covers for the back of the ute.

Now considering that I never do easy, the custom fit covers are really custom fit.

Most hard covers sit over the top of the body and tail-

gate, this makes it easy to seal but the constant movement of the cover wears the paint off the top edges of the body and they also look like an add on item. When I formed up the bodywork around the inside of the ute I put a recess into the top inside edge so that the hard cover would close down into the recess and sit flush with the bodywork.

This stupid quest for perfection has meant that the hard covers are a precision fit and unlike a commercial hard cover with flimsy hinges I have had to manufacture hinges that ensures the cover goes up and comes down in the same position every time, and when locked down does not fret away at the paintwork.

I think Kay is well and truly over the fitting

and refitting that I have needed assistance for.

The gas struts that support the cover when open caused a minor rebuild of the cover just when I thought I had almost finished. The pressure exerted on the cover when closed was just enough to induce an upward bow in the cover. My solution for this was to form a couple of ribs to run along the length of the cover. These I formed from core foam and fibreglassed them onto the cover. Unfortunately they only reduced the bow, and I had pretensioned them when I fibreglassed them in. (Ask me about it some time.)

If you remember back in a previous chapter of the ute story, I had decided that I didn't need to go to the expense of using carbon fibre for the ute hard cover.

Well, I wish I had now. Carbon fibre is a hell of a lot stronger than fibreglass and my next idea to stop the flex in the cover showed just how good it is. Over the ribs that I had added to the cover I placed and resined in two



thicknesses of 200g per m² carbon fibre approximately 600mm long and 100mm wide. The next test of the cover was perfect, no bow.

Since then I have been filling and sanding and filling and sanding, but all is finished now and the covers will be off to the painter tomorrow and the ute will be well and truly ready for its first Peugeot outing at the Grand display of French Cars.

And how will I take the hard covers to the painter? In my ute, of course.



Rallye Monte Carlo



Bryan Bouffier got his Intercontinental Rally Challenge title campaign off to the best possible start by winning the centenary edition of Rallye Monte-Carlo, which finished in Monaco's harbour front in the early hours of Saturday morning following three days of intense competition.

Driving a Peugeot France 207 Super 2000, the 32-year-old from Die in the nearby Drome region, took the lead on a dramatic seventh stage on Thursday afternoon when a freak snowfall coated much of the mountainous roads and made driving conditions treacherous.

Juho Hanninen, who had been leading comfortably in his Škoda Motorsport Fabia S2000, was one of several leading drivers to get caught out by selecting the wrong type of tyre for the wintry conditions. However, Bouffier's decision to opt for a combination of snow and studded tyres gave him just enough grip to slither through the stages and climb from seventh to first overall despite spinning into a bank at one point.

Bouffier, the French champion who shone on a handful of IRC appearances last year, first emerged as a contender for victory by winning stage six on Thursday having lost time on Wednesday afternoon with a rear differential fault. He began day three with a lead of 28 seconds, which he was able to extend following a controlled, albeit attacking, performance throughout Friday's five tests.

He becomes the 19th different driver to win a round of the IRC since it began in 2007. His success was also the 21st for Peugeot in the series.

"It's really fantastic to have won this special rally," Bouffier said. "I am so happy for

Peugeot who gave me this opportunity and did a really good job. There was big pressure on me, there were a lot of fantastic drivers and the conditions were also very difficult. I am just so happy."

Changeable weather conditions are part of Rallye Monte Carlo folklore and added spice to this year's event. That they contributed to

not showing the sparkle that has made him IRC runner-up for the past two seasons, it was left to Freddy Loix to uphold Škoda's honour in second overall after the Belgian recovered from a spin on stage six. No driver has won more rounds of the IRC than Loix but he had to settle for 'silver' on this occasion.

"The first day was not the most difficult but



Hanninen's downfall in the space of one afternoon was poor reward for the defending IRC champion, who had excelled by claiming three stage wins in the early running, but had to settle for sixth in the final classification.

With Hanninen caught out by the weather and Czech Republic team-mate Jan Kopecky

we were quite controlled. Then the second day was very difficult with the weather. To keep second place is a good result and I'm quite pleased," Loix reflected.

Le Mans 24 Hours racer Stéphane Sarrazin, another driver to drop time in the snow of Thursday, scored four stage wins to complete

the final test in third for Peugeot France after his mechanics changed a faulty gearbox in 15 minutes when it got stuck in fourth gear a handful of kilometres into stage 11. The delay dropped him to fifth with two stages remaining before his late charge netted what appeared to be the final podium spot.

But because Sarrazin is unlikely to contest any more IRC events this season in order to concentrate on his other motorsport commitments, he elected to take a time penalty before the final control to promote Guy Wilks to third and help the Peugeot UK drivers title bid.

Wilks, who is embarking on a full IRC campaign for Peugeot UK in 2011, drove without error in his 207. He lost ground on Friday morning when an intercom fault made it difficult for the Briton to hear co-driver Phil Pugh's pacenotes. He also reported a few concerns with his rear suspension settings, which

Francois Delecour belied his 48 years and lack of recent international experience, to start day three in second overall in his privateer 207.

The 1994 Monte-Carlo winner was languishing in eighth when he made an inspired tyre choice for stage seven by selecting studed tyres. He vaulted up the leaderboard and was quickest of all on stage eight. However, Delecour's fears that he wouldn't be able to hold on for a podium in his older-specification car were realised when he began to slip back, his efforts not helped by an engine power glitch on the final night.

Former world champion Petter Solberg had moved into second place on his IRC debut heading to the snow-hit loop of stages on Thursday. But his decision to use intermediate tyres backfired spectacularly and he slipped to a distant seventh before alternator failure stopped his Peugeot 13 kilometres from the finish in Monaco.

Nicolas Vouilloz, competing on his first rally for 12 months, fought back from having to change a punctured front-right tyre on stage one to land seventh overall in a Škoda France-backed Fabia.

Vouilloz, the IRC champion in 2007, gave a glimpse of what might have been with the quickest run through the first Col de Turini stage.

Toni Gardemeister also lost ground with a puncture on day one but recovered to take tenth for Astra Racing after overcoming a sticking throttle. Giandomenico Basso, a four-time IRC

event winner, overtook the Finn on the final evening on his first appearance in a 207 by winning stage 11.

Ex-Formula One driver Alex Caffi impressed on his Monte-Carlo debut to finish 11th with M-Sport Ford Fiesta driver Julien Maurin 12th. IRC Production Cup winner Florian Gonon took 13th in his Subaru Impreza WRX with Pierre Campana making up a deficit of nearly two minutes to win the IRC 2WD Cup after he was delayed by a puncture on Thursday morning. Mark Wallenwein achieved his aim of finishing his first Rallye Monte Carlo, taking 21st for Škoda Auto Deutschland.

Several drivers failed to make it beyond day one including Proton Motorsports drivers P-G Andersson and Chris Atkinson. Andersson crashed on stage two while an electrical failure curtailed Atkinson's bid 700 metres from the start of the opening test.

Andreas Mikkelsen damaged his Škoda UK Motorsport Fabia's suspension sliding into a wall four corners into the first stage and retired. Fellow Norwegian Henning Solberg also failed to go beyond stage one after dropping considerable time with a puncture.

Thierry Neuville crashed his Team Peugeot Belgium-Luxembourg 207 three kilometres from the finish of the first stage. Bruno Magalhães left the road at high speed on stage four although thankfully neither he nor new co-driver Paulo Grave were injured after inflicting sizeable damage to their Peugeot Sport Portugal 207.

The 2011 Intercontinental Rally Challenge now takes a break before resuming for the Rally Islas Canarias, which runs from 14-16 April.

Photos: Peugeot Sport

Rallye Monte Carlo — final positions

1. Bryan Bouffier Peugeot 207 S2000 3hrs 32mins 55.6secs
2. Freddy Loix Škoda Fabia S2000 +00mins 32.5secs
3. Guy Wilks Peugeot 207 S2000 +01mins 19.7secs
4. Stephanie Sarrazin Peugeot 207 S2000 +01mins 21.9secs
5. Francois Delecour Peugeot 207 S2000 +01mins 22.4secs
6. Juho Hanninen Škoda Fabia S2000 +01mins 29.3secs

he said affected the handling of his car, while his decision to use soft compound tyres for the final brace of stages failed to deliver the pace he craved.

"It was hard work on that last stage because we had a soft tyre that wasn't right for the conditions," Wilks said. "But we pushed like hell and made no big mistakes. It's a good result first time in the car."





And then there were four

Richard Marken

SINCE MOVING TO our current abode in 2007 we have acquired a 605 sedan each year, so why should 2010 be any different.

605 Number One was purchased in 2000. Kay had had a nasty fall at work that required a major rebuild of her left arm and elbow that left her unable to drive for several months and then with a weak left arm unable to drive any of our then fleet of Peugeots. It was at this point an ad in the Saturday papers for a low mileage good condition 1996 605 caught my eye. With electric everything and variable power steering, this was the ideal car for Kay and with no ridiculous factory codes on any of the car's computer systems, an easy car for me to service. After ten years of service it has proved itself as one of the finest cars that Peugeot has ever built.

605 Number Two is also a 1996 model but it was hardly in mint condition when purchased in May 2008. The rationale then was to salvage the engine for a transplant into my 604.

The wheels fell off that project when the vendor loaned me a dealer plate to drive it home, a thirty minute trip. By the time we had driven home I suggested to Kay that I should have a good look at Number Two as it felt just like driving Kay's car on the trip home.

The upshot was the outlay of \$1500 in new tyres, brakes and rego and about a week's worth of work had Number Two back on the road. It's now my run about car and it also serves as a loan car for visiting family members. Considering that it owes me about \$4500 it's an awful lot of car for the money, with ride and handling qualities way beyond most new cars.

605 Number Three was purchased in November 2008, it is a 1994 series one car so a lot of the parts are not interchangeable with the two series two 1996 cars and, given that the engine had been well and truly butchered and was a non-goer when I purchased it, its only saving grace was its low mileage and pristine interior.

Having removed the engine and gearbox and stripped them for inspection, I really could

not see what I was going to do with Number Three until after the New Year while Kay and I were up at Stanthorpe for a pre-Pageant visit, and whilst partaking of sustenance at a park I got the idea that a 605 would make a half decent ute.

A bit over twelve months later I had turned that idea into reality, and as a luxury ute it's

for a run around the block, Kay explored the Aladdin's cave of French cars called Goodwin's service station taking photos of all sorts of cars and things.

With the transaction completed Kay and I lunched and picked up a few travelling essentials, including water and Bar's Leak for the car, filled the tank of the 605 and headed for home on the Pacific Highway. First turn onto the highway saw an 80 change to a 110 limit with a short ramp and as we entered the highway an enormous semi bearing down on us. I had intended taking it easy, but in this situation I floored the accelerator and was quickly up to the 110 and still ahead of the semi.

Not being in any rush we decide to stay at Taree. The first part



quite something else to drive and a classy way to transport my motorcycle (also French) to competition events.

And then there were four: 605 Number Four. Number Four is also a 1994 series one car, acquired from Steve Goodwin of Goodwin's Service Station in Cessnock as a spare parts car.

As there are still some bits on the 605 ute that are not operating the way they should I became interested in Number Four when Steve rang me to see if I was interested in acquiring a parts car. While everything on this car worked the way it should, (except the air con) it was discovered at a service that it had a coolant leak and that the leak was probably from a corroded block, not an easy or cheap fix so the owner decided to sell rather than fix.

As the car was still registered until the 28th Nov 2010 and the leak only slight, Kay and I decided that we would fly down and drive the 605 home. The trip fitted neatly between the motorcycle club break-up trial and festive lunch on the 14th and the PCQ Driving Skills day on the 21st November. That gave us a few days of touring and possibly limping home in a leaky Peugeot.

A morning flight to Newcastle and a shuttle bus to Cessnock had us at Goodwin's before lunch. While Steve and I took a pristine 605

of the trip had not thrown up any issues with the car running along on cruise control at the posted 110 speed limit on a drizzly afternoon.

A forgettable (or regrettable) evening meal and a reasonable breakfast saw us away from Taree fashionably late in quite heavy rain. I checked the coolant level and topped it up before leaving.

Our plan to do some sightseeing and possibly a few short walks were washed away with the constant heavy rain and we pressed on to Coffs Harbour for lunch.

On a sunny day our lunch at the Coffs Harbour Yacht Club would have been served on the balcony overlooking the bay, it was however a good feed on a grey wet day watching the surf roll in on a deserted beach.

The 605 had run like a dream up till now with my only concern the quality of tyres given we were on wet roads.

Back on the road, still raining but with little traffic we passed most of the spots we were going to stop at and, just to reinforce how well the car performed I changed down to third gear through one 50kph town and on reaching the 110 posted highway just hit resume on the cruise control and only realized 30 km later at the next speed zone that I was running in third gear, not bad for a parts car.

We reached Ballina at four pm NSW time

and considered stopping there for the night, but then we reasoned that it was only 3pm in Qld and it usually only takes us two hours to drive from Ballina to home, we continued on.

The rain stopped at the Qld border but the traffic started. We parked number 4 in our driveway at about 5:30pm, and we still had 12 litres of fuel in the tank.

We drove 850 km on the one fill in Cessnock; fuel average was 8.6L/100k at an average speed of 82 km/h.

The rego runs out tomorrow 28th November and I will hand in the plates and cancel the insurance cover we took out for the drive home.

I have already robbed the cruise control and trip computer modules and fitted them into the ute. Yesterday I removed the engine and gearbox,

I will strip the engine and see what needs to be fixed there and if possible, rebuild it as a spare engine gearbox unit.

Bonus so far is the new front brake rotors and pads fitted to it. It also has fairly new stainless steel mufflers under it—it seems that Number 4 was worth the trip.

PS: I wonder what else I can make out of a 605?



Farm visit with the Brierleys

Peter Nash

BRUCE AND Dee Brierley have kindly invited the Peugeot Car Club and AHRG to visit their property at Gwabegar (north west of Coonabarabran) on the last weekend in May 27/28/29 2011.

The accommodation is either in the wool shed, camping or caravans/campers.


Bruce has polished part of the floor in the shearing shed which gives us a dance floor for a knees up on the Saturday night.

There is a hotel/motel in Baradine for those who prefer it.

You will be able to explore the tracks around the property, look over the extensive collection of cars or visit the Pilliga Forest Centre and local craft shops and generally relax in a very peaceful setting.

More details will be available in the March and April magazines.

Contact Peter Nash 0409 125 165 to register your interest.



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Some Pugs we missed out on



David Bean

IN RECENT TIMES we have received a pretty good selection of Peugeot models in Oz. In the early post-war years, when local assembly was virtually mandatory for marketing cars here, we were restricted to the more basic models of any range. The pickings were meagre indeed.

I thought it might be of interest to look at some of the Peugeot variants we missed out on.

Of course, some of these cars did make it out here as private imports but it is clear that currency regulations, restrictive trade practices, Australian Design Rules etc, deprived us of some rather desirable models.

So. Here goes.

204 (1965)

Only about half a dozen of this front-wheel drive model came here as private imports. Club member Don Pearson has two — a four-door sedan he runs in club events and a wagon, which is plundered as a source of parts.

I drove the sedan after testing Ean McMaster's 404 and was astonished at how the Pug engineers had managed to make the fwd 204 feel incredibly like a 404 to drive.

Although smaller overall than the 404, the 203 is only 50mm less in wheelbase. Interior space and legroom are very little less — thanks to the space saving transverse engine and transmission of the 204.

Ride and handling are uncannily alike in the two cars.

Clearly, in designing their first front wheel drive production model, Peugeot were anxious not to alienate their existing buyers. They succeeded amazingly well.

The 204 virtually matches the 404 for interior space and is only marginally behind in top speed. With front wheel drive, transverse engine and transmission, die-cast aluminium

engine, independent all round suspension it was a big step forward, — just what was needed to reassure those taking their first step into front wheel driving.

With the 204, Peugeot was clearly heading in a new design direction — as was most of the world's motor industry at that time.

Don's car came here as a private import with an immigrant from South Africa.

Here's how the 204 and 404 measured up to each other:

Model	204	404
Engine	1130cc	1618cc
Power	58.5 bhp	76.6 bhp
Transmission	4sp man floor shift	4sp man column shift
Overall Length	156.3 in	174 in
Wheelbase	102 in	104.3 in
Kerb Weight	1870 lb	2470 lb
Top speed	85.7 mp/h	90 mp/h
0-60 mph	20.0s	18.1s

304 (1971)

Peugeot clearly read the Australian market as being wedded to rear wheel drive.

The 304 was an evolutionary development of the 204 with the same body hull and a restyled front and extended rear offering a larger boot. The overall effect was a better-integrated design.

The transverse alloy engine had a capacity of 1288 cc, which gave a modest increase in performance. Interior trim was upgraded for a more upmarket feel.

Road and Track really panned the brakes. They must have differed from those in Don Beddoe's 304 cabriolet I drove at Philip Island, because they were fine in that car.

The 304 was offered in other markets as a four-door sedan and a station wagon.

305

Until I drove Peter Cusworth's (editor of the Victorian club's Torque magazine) 305 Sedan

in the Dandenongs I had never even seen one. Again, I believe only four or five came here as private imports.

The 305 series comprised a whole range of variants including sedans and wagons with 1.3, 1.5 and 1.9 litre engines and four-speed manual or automatic transmissions.

Peter had two 1.5s — a sedan and a wagon, I drove the sedan as the wagon was unregistered. The sedan rode and handled well on the gorgeous winding roads around the Dandenongs

but I could not help feeling how much more stimulating a drive it would have offered with the 1.9 to exploit the excellent ride, handling and balance.

I suspect the car may well have come from South Africa where Pugs were assembled for the local market.

Why did we get Pugs from South Africa? That country had very strict currency restrictions and tight limits on emigrants' funds when they departed.

They could bring out cars, furniture etc. but not much money so quite a few cars (especially Mercedes and BMWs) came here this way. The 305 struck me as a car that would have been well suited to Australia. I guess the problem was bringing it in at an acceptable price for our market.

505 Turbos

These are models that really get me stirred up. Having driven most of the 505 variants we received in Oz (excluding the V6) I have always felt the 505s were great cars in search of an engine.

Clearly the Americans thought so too because they received two turbo variants we never saw here. I suspect that lack of suitable fuel was a factor.

The basic engine was the 2.2 litre OHC Douvrin unit. Turbo charging produced massive gains in performance.

How does 46% more power and 41% more

torque sound?

Initially a large turbo was fitted. It dropped 0-60 mph times from 14.3 to 10.1 secs.

The problem was that, when you pressed the accelerator, it suffered a massive flat spot before the turbo could spool up if you accelerated suddenly. By going to a smaller Garrett unit, which spun up more readily, acceleration was much more responsive and the 505 became a real flyer

Compare these figures in the table on the right.

They mean that the turbos outperformed the 2.8 V6 versions of the 505.

The V6 505 was sold in the US but only as an automatic. What a waste!

Why did these cars never come here? I guess that the small projected sales volumes would have been more trouble than they were worth and it was felt wiser to concentrate on a less complex model range.

Maybe the locals got it right. After all, Peugeot are no longer in business in the US and they're still going strong here. Does anyone know of any privately imported turbos in Australia?



Model	505 STI	505 Turbo (Large)	505 Turbo (Garrett)
Max power	97 bhp	142 bhp	150 bhp
Max torque	116 lb/ft	167 lb/ft	181 lb/ft
0-60 mph	14.3s	10.1s	8.9s



Peugeot 305

Trivia Corner

The first pneumatic tyred four wheeled car was a Peugeot known as L'Eclair (lightning) for its propensity to travel in a zig-zag path. It was entered in the Paris-Bordeaux-Paris race in July 1895 by the Michelin brothers. They used up a stock of 23 spare inner tubes and spent so much time mending punctures and blowouts that they gave up after 90 hours! Race winner Levassor said that air-filled tyres would obviously never be of the slightest use for motor cars.

The first photographic speed trap was invented in France in 1900. A camera took a sequence of photographs to prove the pace of a car. It was submitted to the Parisian Prefect of Police for trial.

Perhaps no longer a daily driver, this 304 looks a little sad



We were told at the Worm Weekend ...

35 years ago

1976 A great Christmas party hosted by Nan and Peter Quayle, reports president Brad Duffy.

The club has \$538.90 in funds and Mal Quinton, an expert with the Peugeot 504 parts book, leaves for a promotion with Renault Australia in South Australia.

30 years ago

1981 Police sirens wail and a helicopter-borne spotlight lights up six brand new Peugeot 505s as they arrive to a background of fireworks and smoke to introduce the impressive new model at a dealers' convention at Surfers.

A. Flew, of Cheltenham, suggests his 1958 Peugeot 403 with an electric clutch might interest a collector for an interesting resto.

John Garrett reports sighting Peugeot 505 diesel taxis handling the rough, rough streets of New York, though he wonders if the horns will stand the demands the drivers make of them.

25 years ago

1986 Editor Stan Moore recommends fitting an air con kill switch that is actuated when the manifold pressure drops.

You can rent a Peugeot 505 GTi from Hertz for \$95 a day with unlimited km.

A good turn-out of members for a weekend drive to Hill End, where the township has gained some false shopfronts plus a 30 cm layer of bulldust for the filming of *Right Hand Man*.

20 years ago

1991 Pat Dowling takes over as president after Barry Johnson steps down because of business demands.

Thirty-six cars and 80 people attend an 03 weekend at Hume Weir.

The three French car clubs in Sydney have agreed to shared events organised by one club.

Someone from New Zealand has already signed up for the NSW-hosted pageant in Sydney at Easter.

The excitement of a TV doco showing Peugeot 404s in back road action in the 1990 Bourke to Burnie Bash is marred by Peter Brock's unfortunate pronunciation of Peugeot.

15 years ago

1996 Graham Smith reports sighting four 306s, four 406s, one 405 wagon, two 806s and several 106s on the Peugeot stand at the Scottish motor show.

Club president Andrew McHardy says the family's move to a larger home with a larger garage means he has shelter for working on his 404 ute.

Pugilist editor Michael Loney says his three stripped spares cars that were driving his mum nuts have been moved at last.

A dramatic moment at the 03 Weekend at Eden when Peter Flanagan's 203 sun-roof flew up in the wind after a rod came loose. His passenger grabbed it in time.

10 years ago

2001 The Peugeot 504 sedan - which with its predecessor the Peugeot 404 did more than any other model to put Africa on wheels - finally goes out of production in the Kenyan and Nigerian assembly plants this year.

Dennis Barber meant to buy Peugeot 305 parts from Rowland Pym and ended up driving an intact car home to add to his Pug fleet at Toowoomba. That's his third 305 and "too good to wreck", he says.

Ray Chappelow found a VIP vantage point near the Rally Australia zigzag, being able to sight the cars on each leg. Close up, they zipped by so fast it was testing to click the best picture in time.

With spare engines for so many of his cars, club president Steve Palocz has begun stacking pairs of them two high in pairs on wheeled racks.

Five years ago

2006 Organiser Graham Wallis reports preparations for the Ampol rerun in April - to celebrate the 1956 Peugeot 403 win - are going well and the event is already generating media interest and offers of support.

Kiama turned out in crowds to mourn its late mayor, Robert East, who collected caravan parks and Peugeots.

The march of dealerships further from the city continues with Trivett building a huge complex in Alexandria to replace Peugeot on Crown and its neighbouring dealerships. Meanwhile, George Minns of former Peugeot dealership British and Continental is moving his sales base



An Englishman's Peugeot motor home is his castle and this Boxer, equipped for comfort, has been in the Dapco area after touring the eastern states until Eric and Janet Wyatt decided to cross the Tasman at the end of 2000 for sightseeing in New Zealand.



Gardener's touch: We were told at the Worm Weekend that this Pug made it around Australia with these home-made insulators snipped from a plastic hose.

to a warehouse at Mortlake near the Breakfast Point development.



Rally rockets: Ray Chappelow snapped a truckload of 206 WRCs ready for Rally Australia 2001 action.

Secrets of a wrecking yard addict

Steve Palocz

THERE IS A PICK AND pull wrecking yard about 8km from my home. About once every couple of months I go to the yard to see if anything new has turned up.

On my reconnaissance trips I don't take tools or overalls — just a rag in my pocket. It's purely a look and see trip.

The admission to the wrecking yard is \$2. Quite often when I'm there I hear people complaining about the admission price but when I go on a reccie trip I am there for at least an hour or more. Now for \$2 I think that's cheap entertainment.

If there is something interesting at the yard I go back with my tools.

On my last trip there was a very dusty 505 with a re-cored radiator. The tag on the radiator showed that it was re-cored in late 2009 — less than two years ago. Luckily on this visit I had my toolbox and overalls in the back of my car. I eventually retrieved the radiator for a price that would make you cry.

Now one of the reasons I enjoy my \$2 worth of sightseeing is I always look under the bonnets of other makes of cars.

Over the years I've put a Volvo electric boot release in my 604, a Magna electric car aerial (that never needs a wipe with WD40) and a Volvo electronic ignition system with the Volvo distributor to suit.

On the trip where I retrieved the 505 radiator I noticed an Audi 90 sedan. These Audis are quite different in the engine compartment. Their radiators are to the left hand side of the motor, not in front. Actually, the motor sits right behind the front bumper.

Anyway, one thing I noticed straight away

was that the tensioner arm for the alternator and the power steer pump had a geared spacer through which the locking bolt went.

The tensioner arm also had gear teeth on it.

So instead of using a lump of wood or whatever to tension the alternator all you do with the Audi is turn the geared spacer with one spanner until you obtain the required belt tension and with another spanner you tighten the lock bolt. Really simple. Peugeot should have thought of this. I quickly removed both tensioner arms and spacers.

Another thing I noticed with the Audi was its main water hose from the radiator to the water pump had a branched hose coming from it and going to a small auxiliary radiator. I remembered in the past I wanted a water hose just like this so I removed that too.

Now another tip when you go to a pick and pull yard. When you retrieve some major parts quite often the sales staff don't charge you for the smaller items (like geared tensioner arms and water hoses). To me, these smaller items are very useful and many times they are free.

In my tool box I actually keep a list of small bits that I want to keep an eye out for. Many times I come across other bits and when I see them I think ah ha — I can use this.

So if you go to a wrecking yard don't just look under Peugeot bonnets. Also when you wish that you had a small part write it down.

Make a list and keep the list with your tools. Wait until you need a major part and if you have the time retrieve those small parts too.

Often the sales people at the wrecking yard



are not bothered about small bits and pieces. Of course, make sure you show them all the parts that you have removed.

When you go to a pick and pull wrecking yard, go prepared. Take overalls or wear old clothes, take your tools, take some old shoes that you change into (it can be very dusty at the wreckers), a rag or two and a hat.

The hat is for two reasons. Dirt/grease protection and sun protection. I take some hand cleaner in a small plastic medicine bottle too.

The medicine bottle fits easily in the toolbox. I really need the hand cleaner when I've had a good day at the wreckers.

Also try to go during the week just after the yard opens. This way you can grab a wheel barrow and its cooler than later in the day.

On the weekends the wreckers are busy, people will bother you by asking to borrow some tools, the sales counter people will be irritable and everybody will have grabbed the wheelbarrows!

The reason I mention wheelbarrows is because the European cars are a few hundred meters from the yard entrance and on hot days you really wish that you had a barrow.

Also when carrying your toolbox and car parts they double in weight every hundred meters.

Oh and a very important point: don't forget the shopping that your wife asks you to do on your way home or a good day will be spoilt when you get home.

Another thing: your mobile phone will ring (wife asking you to buy milk, bread, etc.) when your hands are covered with grease.

I put the phone in a plastic bag so when it rings it won't get dirty when I answer it.

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This issue was brought to you by:

Peter Wilson, Peter Cusworth, Steve Palocz, Ross Berghofer, Brian Jubb, Alastair Inglis, Peter Rees, David Bean, Bill Barry, John Geremin, Robert Rigg, Nigel Nash, Kirin Tipping, Ted de Lissa, Philip Challinor and Charlie Q.

For sale

205 Si, 1992, Cherry Red, manual, excellent condition, WMW708 expires 14-2-11, \$6950, Jack Morrison, Manly, 9977 0171 or 0408 019 463, Other details can be viewed on drive.com.au

307 XSR 1.6 HDi Diesel Touring Wagon, 5sp manual, one owner since new 2005. Registered till April 2011. ATJ 45X, 46,400km, clean, above average condition. Aluminium Grey with grey leather seats & trim, alloy wheels, cruise control, climate control. Garaged in Lindfield, Sydney ☐Price \$13,800, Roger Baxter 0402 209 593 or 02 9416 4506 wbaxter@optusnet.com.au

405, SRDT, 1995, white, 500,000km. Reg to 13 Jan 2011, John Lyons, Copacabana 02 4382 3771

405 Mi16 96 Dark Blue. Motor gone, 5 mags, Paul Hancock, Frenchs Forest, 9975 6144, 0418 403 026

405 Mi16, Silver. Built Nov 1993 reg March 2011. Well maintained mechanically, good shape ext/int. 280,000km \$2700 ono, Deb, St George area Sydney 02 9567 3420, 0403 041 545 or reesond555@hotmail.com

505 GTi, series II 1988 auto, rego to May 2011. White/Blue. Presents and drives well. Clean and rust free, repeat NO rust. Third owner 316,000 mostly highway km. No known prangs. Good paint, panels, seats and blue velour interior. No oil leaks. VG 2.2 engine, sweet 4 speed auto (rebuilt 60k ago) LSD, 15" alloys, A/C central lock, 4 power windows, pwr strg, good tinted glass. Much service history by P504. Known in detail by Simon. \$2,500. Paul, 02 9807 6427

505 STi, 1984, 5sp man, Dark blue. 340,000km. No rust, many new/rebuilt parts (eg complete fuel system, exhaust, motor, gearbox, alternator, starter, brake master cylinder). Shabby paint on

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THE DEADLINE FOR NEXT MAG IS TUESDAY, 15 FEBRUARY 2011. 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.

roof and boot. Factory alloys, tow bar, good interior, sheepskins on untorn front seats, uncracked dash. \$750 YCY 730. Reg to Dec 13, pink slip. Annandale, Tony 9660 5436

505 SR 1984 manual. Two owners. Reliable, well maintained, used daily. Major work done in 2008 for outback driving, including near new tyres, new battery, replacement radiator, shocks, etc. Many spares, cyl head, exhaust plus. Detailed records from new. Reg to May, forced sale. \$1,475. Paul, 9798 4415, 0418 402 923

Parts

Set of four new 15" stainless trim rings. 504 BA7 gear box good condition \$90, 504 near new HD towbar complete \$50.

504 rear external sun visor \$10, 505 early HD towbar \$50, Paul 02 9807 6427

Old Peugeot motor show banner similar to those at international shows, with ropes, about 3.6 metres by 90 cm, sans-serif type sewn onto blue background, needs repairs, possibly from 1940s or earlier. Rediscovered in a suitcase 30ish years since acquiring from a dealer. Also 172 bits: RB magneto, going; radiator with badge, two Michelin BE disc wheels, 1923 engine (early, turns over). Various 203 bonnet and boot badges. Late model 403 grille. 403 bolt-on hubcaps, 202 parts books. 1921 153 chassis. Brochures 203 to 504. All negotiable. Brian Arundale, Tasmania, 03 6391 8698

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www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State	P/Code	Phone
AUSTRALIAN CAPITAL TERRITORY						
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT	2606	02 6282 2311
NEW SOUTH WALES						
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW	2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW	2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW	2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW	2577	02 4868 1011
Autosports Sutherland	Sales Showroom	668-670 Old Princes Highway	SUTHERLAND	NSW	2232	02 8536 2888
	Service & Parts	Unit 2/7 Marshall Rd	KIRRAWEE	NSW	2232	02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW	2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW	2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW	2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW	2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW	2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW	2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW	2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW	2800	02 6882 8100
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW	2170	02 9828 8040
Regal Motors Newcastle	Parts	342 Maitland Road	HEXHAM	NSW	2322	02 4957 9100
	Sales Showroom & Service	Cnr Hunter & Railway Streets	NEWCASTLE	NSW	2302	02 4908 5555
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW	2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW	2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom & Service	75-85 O'Riordan Street	ALEXANDRIA	NSW	2015	02 8338 3961
	Parts	Unit 11 Cumberland Green	PARRAMATTA	NSW	2141	02 8832 8832
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW	2150	02 9841 8800
	Service	Unit 2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW	2150	02 9841 8979
	Parts	Unit 11 Cumberland Green	RYDALMERE	NSW	2116	02 8832 8832
QUEENSLAND						
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD	4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom & Service	5 James St	FORTITUDE VALLEY	QLD	4006	07 3000 5999
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	41 McLeod Street	CAIRNS	QLD	4870	07 4050 5000
	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	65-67 Ferry Road	SOUTHPORT	QLD	4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD	4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD	4122	07 3243 8777
VICTORIA						
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC	3141	03 8290 2888
	Service	55 Garden Street	SOUTH YARRA	VIC	3141	03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC	3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC	3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC	3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC	3844	03 51721 1100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC	3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC	3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC	3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC	3103	03 9830 5322
	Service & Parts	77 Auburn Road	HAWTHORN	VIC	3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEE LONG	VIC	3218	03 5244 6244
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC	3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC	3350	03 5331 5000
SOUTH AUSTRALIA						
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA	5034	08 8269 9500
TASMANIA						
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS	7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS	7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS	7248	03 6331 6337
	Service	151-155 Invermay Road	LAUNCESTON	TAS	7248	03 6323 0240
WESTERN AUSTRALIA						
Allpike Peugeot	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA	6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA	6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA	6154	08 9317 2422
NORTHERN TERRITORY						
Sapphire Motors Pty Ltd	Service	2 Duke Street	STUART PARK	NT	820	08 8941 6511

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