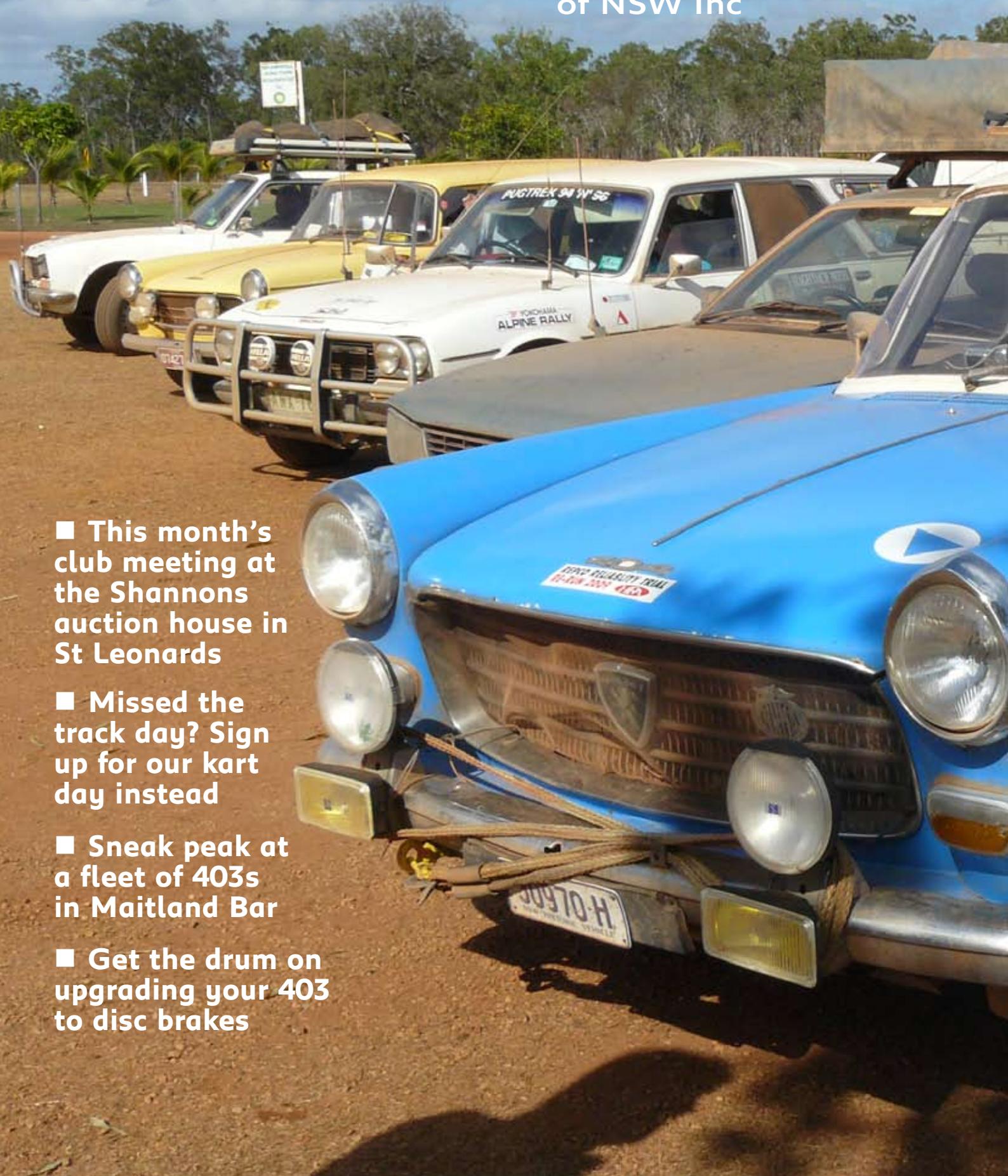


the pugilist

October 2011

Magazine of the
Peugeot Car Club
of NSW Inc



■ This month's club meeting at the Shannons auction house in St Leonards

■ Missed the track day? Sign up for our kart day instead

■ Sneak peak at a fleet of 403s in Maitland Bar

■ Get the drum on upgrading your 403 to disc brakes

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Sleek new HX1 concept



Simon Craig

AS REVEALED ON last month's mailing sheet for *the Pugilist*, Peugeot has unveiled an interesting new concept car for the Frankfurt Motor Show — the HX1.

Peugeot tells us this is a concept to gauge interest in the future of people mover design — and it certainly looks a little unconventional.

The HX1 is a long, sleek thing, but is it a multi purpose vehicle or simply a wagon?

Trumpeting a drag coefficient of just 0.28, Peugeot must have temporarily forgotten about its quirky sister brand's Citroën XM (launched in May 1989) and the more humble C4, but I'll forgive them, as it's an impressive figure all the same, if only on a concept car.

The cover

Treasurer Con Engel snapped this pic of some dusty pugs way up in Far North Queensland recently

Photo: Con Engel

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The HX1 is a six seater, though described as a "4+2" design due to its unique layout, with removable middle row seats. This makes it both a practical people mover and a much more spacious four seater.

The doors are possibly its most notable feature — hinged to the A and C pillars and rising Pinky 206CC style into the air in opposite directions to provide an amazing entrance to the car. There is no B pillar to get in the way.

Peugeot says the interior represents the brand's vision of a high-end passenger compartment, combining elegance and modernity with natural materials and high-tech features.

The much-touted Hybrid4 diesel/electric powertrain is also a feature of the car.

The system combines a 2.2-litre HDi diesel engine that drives the front wheels with an electric motor integrated into the rear axle for a maximum power output of 223kW.

A brew and a view: Coffee machine sits neatly in the centre console for the rear seats,



Furthering its versatility, the Peugeot HX1 can be driven in all-wheel drive mode, and also in all-electric mode for a potential zero-emissions range of 30km.

It doesn't sound like much, but a trip from my house to where I work just makes it, and if I could enjoy a coffee from the built in coffee machine at the same time it might be a good thing.

Yes, that's right — it also features an integrated coffee machine, perhaps a not-so-subtle reminder of the company's long-standing link to the humble coffee grinder.

I'm not sure I'd make use of the specially designed slippers that also do double duty as a stylish pair of high heels, but maybe that's because my boss would insist on closed toe boots at work.

Peugeot says the behemoth people-mover measures up at 4.95 metres in length, 1.99 metres wide and just 1.37 metres high. By comparison, Honda's unconventionally low Odyssey seven-seater sits almost 20cm higher at 1.54m.

Peugeot revealed the HX1 at last month's Frankfurt Motor Show, along with a special edition of the RXH wagon, which featured on page three of the August edition of *the Pugilist*.

Slip up: Pierre Hardy designed these shoes to be both "driving slides" and a high heel number.



It's a miracle!



Ross Berghofer

WELL, IT IS true: miracles can and do happen.

I have always been a non-believer in miracles, but now I have to reconsider.

At this point you are probably wondering what it is that caused such a huge 100% change in my thinking. It is none other than that simple magazine, *The Open Road*, published by the NRMA.

Well, maybe it is not so simple after all. Its September/October issue contains a road test of the Peugeot 508, on page 39.

You know how motoring journalists bag the marque we admire: this time the NRMA road

tester found one negative comment "not as big as it looks, but not as small either".

I am dumbfounded. What does it mean? Is this the perfect Peugeot, better than the world conquering 504? How will other motoring journos react? Will they support their NRMA colleague or find fault as they have done in other models.

We can only wait and see. In the meantime, we offer Peugeot Australia best wishes for the success of this model.

No doubt that Japanese manufacturer of world cars will copy the design and attempt to recreate the 508's floor pan and its handling characteristics.

The 2012 Easter pageant at Young has taken

a few steps forward. On 15 and 16 September Graeme Cosier, Anne Cosier and Sandra and I visited this beautiful town to continue to make arrangements for the pageant.

The people are so friendly and helpful, it would make a perfect venue for the Olympic games.

As we drove around the outskirts of the town, the fields of yellow canola and deep green fields of other crops made a spectacular sight. I have not seen rural Australia as beautiful. The golden wheat has given way to the golden canola.

Young is a thriving town in the midst of a thriving rural community. It has the shops of a big suburb of a city: Aldi, Woolworths, Big W, Rivers, Harvey Norman, Repco, Autopro, Baker's Delight, KFC, McDonald's and lots of local shops, restaurants, museums and pubs that make it a fantastic destination.

It has lots of farming machinery that you will not see in the city, such as dirt bikes, quad bikes, quad utes and the like.

There is a big car wrecker's yard with car wrecks for those with that kind of fantasy. At the time of writing the one venue that has to be determined is for a motorkhana. As they say in the classics: watch this space.

Please remember that the October meeting of the club is at Shannon's showroom, thanks to Doug Smith who is our contact there.

On display will be a number of magnificent vehicles for auction. As usual, the message of the evening is look, but do not touch the merchandise. The address is the intersection of Reserve Rd and Frederick St, St Leonards.

In the meantime, keep on Pugging on, and keep those wagons rolling.

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Website: www.colliersauto.com



October meeting

Doug Smith

THE OCTOBER meeting, as you are all aware, will be held at the Shannons Showroom on the corner of Frederick Street and Reserve Road, St Leonards.

Entry to the showroom is from Reserve Road, just look for the sign that says TLE Electrical, turn left into the driveway and you are at Shannons — there is ample parking.

The meeting is being held at Shannons so that members can preview the cars that will be auctioned on the 10th October 2011.

There is a wide diversity of cars — the oldest being a 1924 Dodge and the newest being a

1991 Nissan GTR.

Cars from the 1920s are the 1924 Dodge as previously mentioned, a 1929 Auburn 8/90, a 1925 Rolls Royce Phantom 1 and an immaculate 1928 Graham Brothers Truck.

From the 1940s there is an original 1948 Riley 2.5 litre.

Cars from the 1950s, 1960s, 1970s and 1980s and one from the 1990s are represented and include Australian, British, American, German and Japanese marques.

The night at Shannons is always a trip down memory lane, seeing the cars that are rarely seen now and that are in very good condition.

It is a meeting not to be missed.



SHARE THE PASSION

OASIS report

Ted de Lissa

I am writing from my hospital bed. From the reports I have received regarding the 7 September Oasis Run to Captain Cook's Landing Place at Kurnell, a good roll up of members enjoyed their visit to some of the areas historic sites.

One of the highlights of the day included a tour of the Volunteer Coast Guard Radio Room at Cape Solander.

Lunch was taken at Pizza with Muscle at Kurnell.

Muscle car enthusiasts run the restaurant, with the restaurant highly decorated with muscle car posters and memorabilia.

It's well worth a visit by car enthusiasts and the pizzas all have a muscle car name.

The next outing is to be held on Tuesdays, 4 October

We will visit the Historic Aviation Museum at Bankstown Airport.

Many of the aircraft on display were built or assembled at Bankstown.

We'll meet at Macca's on the corner of The River Road and Milperra Road, Revesby, at 9:30 am. Lunch will be at a local club.

I would like to thank those members who have extended their best wishes for my recovery during my recent stay in hospital.

Your thoughts and words of encouragement mean a lot to me and I am sure contributed to my recovery.

Indy karts for the family

Saturday, 19 November

Helen Louran

As mentioned in last month's Pugilist, we've booked another great club day at Revesby — Indy karting!

It's on Saturday, 19 November, just as you've recovered from Marulan

The karts can be driven as either manual or automatic (with clutch pedal-free gearbox) and use a 9 horsepower, 7,500 rpm, mid-mounted motor cycle engine for great power.

There is 250 square metre of carpeted area for general seating to watch the action and tables for up to 60 people.

There is also free tea & coffee and free use of the large undercover gas BBQ.

It is of course a BYO affair for the BBQ (meat, salads, bread, etc) and if it's a nice day the BBQ gets moved outside from the undercover area, near where our Peugeots will be resting.

We need at least 15 participants to get the special group booking of \$75.00 per person, as opposed to the regular fee of \$85.

We have booked & paid for 30 minutes — that's the maximum — which would put seven people on the track at a time in 10 min spans, meaning each person gets three turns.

Believe me when I say that's plenty, as the Indy karts are very FAST Sounds like a great fun family day.

Now to some legal requirements. Everyone in a kart needs a helmet with a visor or goggles. These can be just safety glasses that one gets from Bunnings. Of course, helmets and goggles can be hired for free from the kart centre.

There are no clothing restrictions, just comfortable (long sleeved preferably) clothes, but closed narrow shoes — as pedals are very close together. 206 drivers needn't worry.

We are asking for deposits of \$25.00 as of now and by the 19 October we will open up the event to others if we need to get the numbers.

Final payment of \$50.00 by 1 November please.

Spectators are welcome & are free (but not easy...).

Payment methods are the same as for our Marulan Track Day. Please refer to that article for payment methods

Please note: on all methods of payments please mark as "Indy Karts" and the full names of all participating as I need to

Let Milton Baker (Manager at Indy karts) know at least one week before hand all the participants names, as they have to show ID upon arrival.

People under 18 yrs of age must be accompanied by an adult with photo ID

Once you've paid (by whatever means), I ask that you send your confirmation to: sporting@peugeotclub.asn.au with whatever the amount was and by what means you paid, as well as the names of all participants.

Please visit www.indykarts.com.au for more details and more importantly you can see a YouTube video of a participant actually driving on the track.

The Indy Karts centre is located at:

9 Fitzpatrick St, Revesby — ph 02 9771 3333

It's off Milperra Rd, just before Bunnings / Bankstown Airport (or just after, depending which way you're coming)

You can also contact me with any questions on 0413 594 792 or via email at helenandneale1@optusnet.com.au

That's all for now — it should be a fun day. Au Revoir till next month.

Pinky 206cc

Check your club diary

1-3 October

NE & NW Chapter Weekend Wander (Warwick)

Tuesday, 4 October

OASIS run to Bankstown Aviation Museum

Wednesday, 5 October

Club Meeting, Shannons St Leonards.

Sunday, 9 October

Bunnings Show & Shine at Milperra

Wednesday, 12 October

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 16 October

Moving Mannequins

Sunday, 16 October

Motorkhana round 7, (last round) Nirimba TAFE

Saturday, 29 October

Marulan Track Day, MDTC.

Tuesday, 1 November

OASIS run to Westmead Careflight base.

Wednesday, 2 November

Club Meeting, Five Dock. 8pm sharp.

Wednesday, 9 November

Committee Meeting, Parramatta RSL, 8pm.

Saturday, 19 November

Indoor Go Karts at Revesby.

Saturday, 26 November

End of year dinner (Diner Noël)

Wednesday, 7 December

Final Club Meeting, Trivett Peugeot Rosebery.

Marulan Track Day final updates and directions

Helen Louran

Hi everyone.

Yes it's the final countdown — there is only 28 days to go.

Yes we are full, but I have spoken to Gary & Natalie at Marulan Driver Training Centre (MDTC) and have managed to squeeze in a few late / surprise entrants and increase the quantity to a comfortable 45 entrants now.

I will be updating you all personally with emails, and sending you the registration forms to fill out beforehand and to list all the four-legged participants, etc.

This will be done as the countdown gets even closer and I come back from holidays.

Those of you that have only paid deposits, final payments are now due, please.

Payment Methods Are:

1. Cash at General Meetings

2. Cheques made out & sent to:

Peugeot Car Club of NSW

PO Box 404

Gladesville. NSW 1675

Note: Please put your name on back of cheque & state "MDTC" Payment.

3. Lastly, you can pay through your bank or via an Internet Transfer, using the following details:

Account name: Peugeot Car Club of NSW

BSB: 082 352

Account number: 03583 8284

Again, please leave a reference with your name and state "MDTC". If you don't, neither our long-suffering Treasurer nor I will have the foggiest idea who paid.

Once you have paid by cash, cheque or bank transfer, please send an email to sporting@peugeotclub.asn.au saying that you just paid, method of payment, the amount and who and what it is for.

The event will start at 8:15am, to check or finish documentation, complete registration and

hire helmets (\$20.00) if required.

If hiring a helmet, you need to pay a \$50.00 deposit, that you'll get back, on return of the helmet.

Juniors requiring a Day Licence, pay their \$30.00 to MDTC at the track.

Even if you don't intend to drive on the track, come anyway and make a social day of it. You can even bring your camera and take photos. Send them to the editor and make him happy for a change.

Come and watch the action, bring a picnic lunch or dine at the lovely café — it has a great viewing area.

MDTC is user friendly, having a great track-side café, good toilet facilities, and both indoor and outdoor spectator areas.

Please visit: www.mdtc.com.au for more info & pictures !!!

Things you need to know or bring with you

Helmet — that complies with Australian Standards, or can be hired for \$20 (plus deposit) as mentioned above.

Clothing — Non flammable clothes and closed shoes, eg. cotton long sleeved tops and jeans or racesuits

Shoes — Joggers are fine, but need to be flat soled for driving comfort and safety

Petrol — Make sure you have some, (it certainly helps) as there's no petrol station there.

Oh, and don't forget to check your car's tyre pressures.

If you want to save yourself travelling in the wee hours of the morning, come & stay Ali's Motel, just off the Hume highway at Marulan (next to KFC) — it's only 6 months young.

Their website is www.alismotel.com.au or ring 02 4841 1330.

The owner Mark has provided the following package offer, provided we book a minimum of 10 rooms. We have five booked so far, so there are still rooms available.

Rates are Room & Dinner (but no brekky)

\$100.00

Extra person in the same room (including dinner) is \$30.00

Liquor is available in the attached restaurant, but they also have a BYO wine policy and a \$5.00 corkage fee.

Ali's has 14 double rooms, four twin rooms and two triple rooms — all with ensuites.

Now for brekky. If we have 12 or more bookings (we have eight so far), MDTC will put on a light continental breakfast of tea/coffee, orange juice, cereal and toast from 7—8am for \$12.00 each. Please let me know if you want to book for breakfast, as turning up and asking on the day will be too late.

For bookings & enquiries, please direct questions or your preferred booking intentions and numbers to me (Peter Lubrano will be on holidays) on 0413 594 792 or 02 9718 0321 or email at helenandneale1@optusnet.com.au

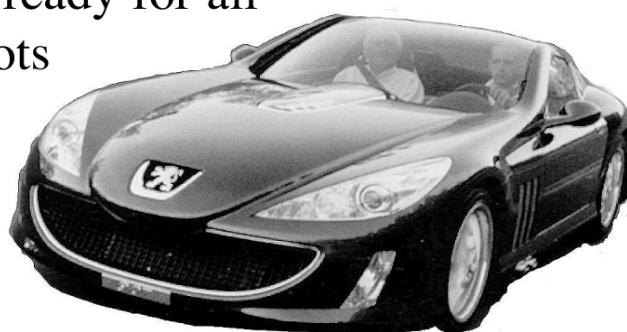
We need to make the numbers to take advantage of the package offers.

That's all folks — see you there!

Directions to get to the Track

- From Sydney, follow the Hume Hwy towards Canberra.
- Stay on the Hume Hwy past Marulan Heavy Vehicle Inspection Station (~3km).
- Turn left into Marulan South Rd (signposted for South Marulan/Bungonia).
- Immediately turn right into Jerrara Rd.
- After 3km, turn left into Prairie Oak Rd.
- Enter No. 8 — Marulan Driver Training Centre. Follow driveway to car park.

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For more information or to register your interest in these tours, contact Jeanette Savage at Interlude on 02 9405 2218 or visit our website: www.interlude-tours.com

CAMS State Council meeting report

On 13 August, Peter Lubrano attended the CAMS NSW State Council meeting and compiled this report. Sadly, the editor was unable to place it in the September edition of the Pugilist. Here is Peter's report.

Peter Lubrano

The meeting start was delayed about half an hour until a quorum was present.

Rally Registration

CAMS NSW negotiations for "rally registration" of road cars was well advanced but the new State Government's decision to change the RTA structure may delay progress.

New Track Update

Ringwood (Raymond Terrace) DA lodged. CAMS will give active support when public submissions are called.

Eastern Creek's new 2.6km North Circuit is expected to be first used in October 2011.

Drifting

The newly accredited Drifting Group is very keen and produce great entertainment. Their Friday night 12 August event had 72 starters and 350 paying spectators. Judging is by spectacle, not by clock.

Cams Financials

The much-delayed CAMS Annual Report is

now available. It confirms a \$90k plus loss last year. The board say the current year is looking OK and that both Targa Tasmania and Octagon events have come back to CAMS.

Meet The Board

The September meeting of the full CAMS Board will be held in Sydney. Beforehand, on Thursday 15th, a social evening will be held and various people including club delegates will be invited to attend to meet and talk with Board Members and senior CAMS reps on an informal face to face.

Peugeot

Our 31 January 2011 suggestion that licence holders be issued with each fresh annual issue of the CAMS Manual instead of only the issue current at the date of licence renewal looks like being implemented.

Homebush

As CAMS sanction the V8 Supercar event at Homebush they would not participate in any action to change the contractual business arrangement that exists.



Next Meeting

Saturday 29 October at NSW Institute of Sport House, Homebush. Note: this date is the date of our Marulan Track Day so, please arrange with Helen Louran if you would like to attend the State Council Meeting.

French Car Day fun in South Australia

Simon Craig

THE SOUTH Australian clubs are holding their French Car Day on 9 October.

I would have loved to have told you about it sooner, however I only found out myself, via www.aussiefrogs.com on 24 September (as the Pugilist was been finalised for printing).

Location is Civic Park, opposite Tea Tree Plaza on North East Rd, Modbury.

It is advertised as being from 11am, with awards at 3pm.

Entry fee is \$5 per car, bring a picnic lunch or there are many food outlets across the road in Tea Tree Plaza

For further information, contact the three clubs involved:

Club Automobile Francais of SA Inc. 8365 2730

Club Citroen SA Inc - 0419 818 620

Peugeot Car Club of SA - 0408 843 125

Interstate and country visitors will be especially welcome.



Ross Berghofer

THIS YEAR IS A new venue, and no guest speakers so that members can chat and chit the whole night long.

Imagine a long driveway, green expansive fields on either side, tall trees, gardens and an historic house towards which you are driving.

Imagine you are hungry, that this is your house, your Peugeot purring nicely along the uphill drive where your staff are waiting to provide you with a meal.

You drive into the car park and, hello, there are other Peugeots there too. You park next to them. What a welcome site. You look forward to catching up with like-minded Peugeot people.

Thus, with little fanfare but with big expectations, you have arrived at Oatlands House at Oatlands (which is a fancy name for Dundas), the venue for the 2011 diner Noël.

If you can drag yourself away from the conversations, you will find an extensive array of food awaiting your choice.

This is a buffet with lots of tasty

treats to help counteract your hunger pangs. All this for a mere \$40 per person.

The club has reserved an area for us and with space limited to about 40 people, I suggest you get in early and book your place with Anne Cosier on 02 9456 1697 or email her on berowra61@froggy.com.au.

A deposit of \$20 is required and can be paid at a club meeting, by post or by direct deposit to NAB, Manly Branch: Peugeot Car Club, BSB number 082-352, account number 03583-8284 and then send an email to inform the treasurer of the deposit and its purpose at:

renewals@peugeotclub.asn.au

The balance is due at the dinner. Meet there, hungry, at about 7:00 pm.



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 marvellous 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 Ulverstone Tas, whereas Canberra hosted this year's venue.

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

Your benefits

- Club members get this terrific magazine 11 times a year.
- Technical advice is available from model registrars and from fellow members.
- Some help to track down spare parts.
- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up..
- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

**Inquiries 02 9456 1697
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 tour will be Canada in September (see Interlude Tours advert).

Our alliances

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

How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on 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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 simonc@pobox.com

- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799.
03 5966 2373.
- **Ad deadline is Tue, 18 October.**
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, 27 October.

Who are ya gonna call?

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205 Anthony Musson

0428 352 310
206 Simon Craig 9630 9668

306, 405 Philip Challinor
9456 2989

403 Gavin Ward 4441 1232

404, 504, 604 Steve Palocz,
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406 Greg Lock Lee 9150 9984

504 diesel, Henry Hendriksen,
6355 1805

505 Keith Plummer 6363 1619

605 Robert Rigg 9683 5445

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6628 0679 ah

jenniferwitham@hotmail.com

New England/NW: Jim & Pat Brear
0429 428 700

jbrear@coamas.com.au

Central west: Roger Petheram,
6884 7852

email: rp6239@gmail.com

Southern Highlands:

Rob Turner 4861 4154

turner.rob2@gmail.com



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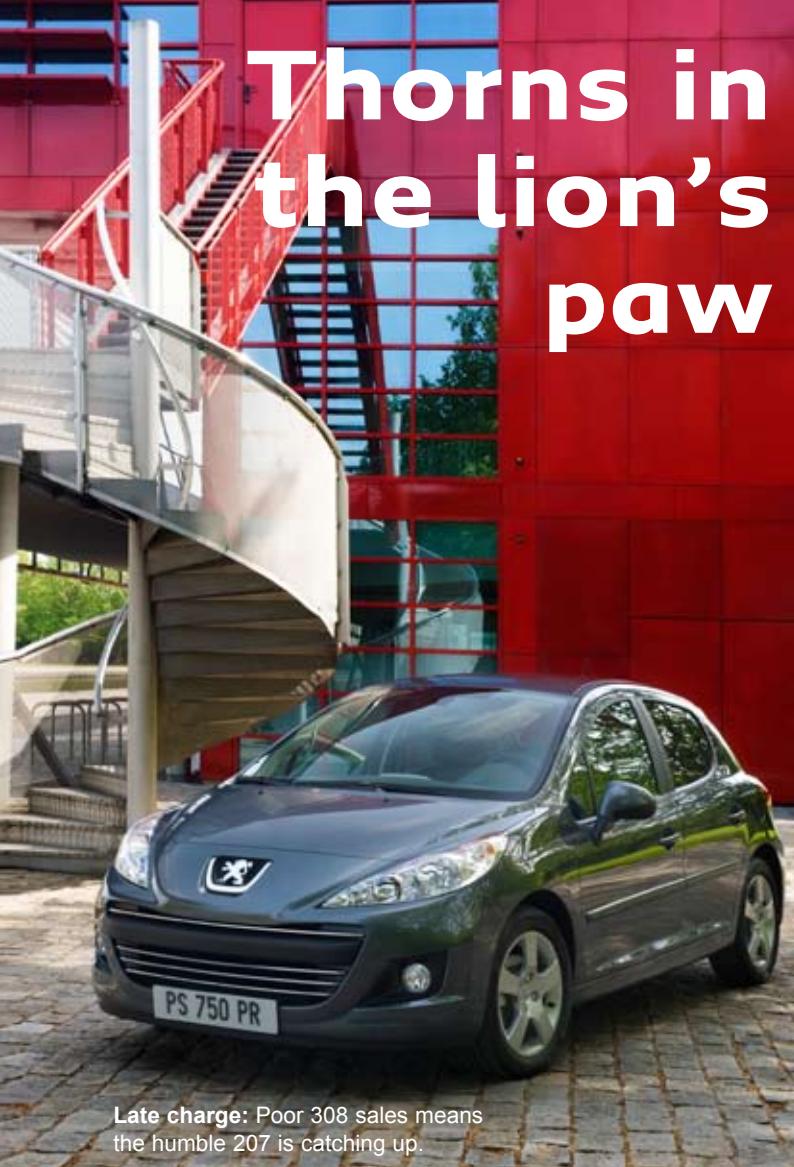
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Thorns in the lion's paw



Late charge: Poor 308 sales means the humble 207 is catching up.

Peter Wilson

WITH NEW VEHICLE sales bouncing back in August, particularly in New South Wales and particularly of Toyotas, and two new key models becoming available, things might have been much better for Peugeot.

Official figures show Peugeot's new registrations remained stable, at 402 units, one better than the previous month and 18 down on the previous August.

This was below the year's average monthly result of 467 units, below the previous year-to-date average month of 488 and below the 2010 monthly average of 454.

It raises the questions whether the lion will be roaring again or whether this is the new reduced pawprint for Peugeot in Australia.

However, dealers consulted were positive. "Inquiries are strong," a Sydney salesman said. "People are interested in the cars, but they are taking their time."

Or, the cars they want are not available immediately, another pointed out.

And then there was the thorny Renault factor. The

508 had bumper sales of 57,000 in the first half of the year and a strong order book. In the UK, the target for this year was a modest 6,000, but fleet interest there has been high and sales are expected to top 10,000.

Australian launched the model with limited stocks and further supplies are on the way, with a delay because of the factory shutdown for the August summer holiday.

A major Sydney dealership sold its stock quickly and took orders to account for everything coming until Christmas. At least it held on to its demonstrators to show the 508 to customers interested in buying one next year.

2011 Peugeot Sales										
Model	Jan	Feb	Mar	Apr	May	June	Jul	Aug	YTD	
207	116	110	148	107	94	129	123	132	959	
207 CC	21	48	21	23	18	25	10	14	180	
308	76	113	160	141	164	331	131	101	1217	
308 CC	16	17	14	18	7	9	6	12	99	
3008	38	84	65	60	96	33	46	21	443	
RCZ	20	38	27	32	30	41	22	18	228	
407	39	1	0	0	0	0	0	0	40	
4007	7	36	95	60	37	6	1	25	267	
508					15	9	45	54	123	
Partner	7	3	8	8	17	20	14	20	97	
Expert	2	0	7	5	3	4	3	5	29	
Month	342	450	545	454	481	607	401	402	3682	
2010	422	400	483	483	524	691	449	420	3872	

Peugeot Update

The CC models had similar long waits when they were introduced in limited numbers.

Another dealership had a couple of 508s in stock mid-September while another said it was down to its last, though "the only one left" is a famous old sales pitch.

The other problem was unsold old-faced 308s. Some dealers did not offer the facelift model until they cleared the old ones so they moved slowly.

The result was sales of 308 models fell to 101, the second lowest for the year for what should be Peugeot's most popular model, with 1,217 year to date.

The 207, with 132 registrations, had its second best month this year and for the second time beat the 308. Again, interest was highest in Victoria.

The 3008 was really down, its 21 sales the lowest so far this year and a third of the previous August. In 17 months, 868 are on the road.

In the sports category, the RCZ also reached a low, 18 in August.

Peugeot said the 30,000th unit of this model was assembled in Austria on June 21. It is now sold in 80 countries, with the most success in France (7,337 to May), in the UK (4,070) and in Germany, with a third of buyers opting for diesel models.

Australian sales of the RCZ to August were 370.

Mitsubishi has ended the earthquake drought of the 4007 and Peugeot had 21 sales of its SUV in August after supplies resumed.

A hefty price cut is expected to make a dramatic improvement – discounting achieved 95 registrations in March and 60 in April.

It was a good month for Peugeot's commercials. Twenty Partners equalled the best month this year while the five Experts were the second best month.

Meanwhile, Renault's slash and burn campaign convinced 401 buyers in August that a diamond badge was a motorist's best friend – its best result since its relaunch and just one unit behind Peugeot.

That was a 278.3 per cent improvement on 106 the previous August and almost doubled the year-to-date to 2,209.

Things moved across the range – 90 Koleos, 68 Megane, 61 Fluence, 37 Sport Megane, 19 Megane convertibles, 11 Clio plus a commercial result that Peugeot would envy, 47 Trafic, 36 Kangoo and a Master.

Citroën also made a modest improvement in August, lifting sales to 132. The strong sellers were the C4 Grand Picasso 29, C5 29, DS3 26 and C4 21. It has sold 959 units year-to-date.

Toyota led bumper national sales of 88,802 vehicles with 15,885 registrations in August. Holden had its best result since 2007 with 11,534, with strong sales of its Commodore (3,682) and Cruze (3,234) models, while Mazda beat Ford with its best monthly result of 9,138 vehicles.

Australia's best-selling model in August was the Mazda3 (4,234 ahead of the facelift).

Mark muscles in on the Macarthur Commodores

Mark Donnachie

After weather that was much the same as the last All French Car Day and a few phone calls with Committee member Owen Keefe, I was off to the first annual show for a fledgling car club.

It started with a Facebook page:

<http://www.facebook.com/macarthur.commodores>

...that grew into a firm fraternity and now a car club was having their first annual show at Camden Showgrounds.

The 306 was polished and readied. My car sat among a wide field of other imported vehicles including a Rolls Royce, a Volvo belonging to Jim (VP of the old car social club) and various Japanese imports and American muscle cars.

The field was diverse with a wide selection of Fords and Commodores present along with hot rods and Utes.

Although I was not amongst the trophies I met and spoke with many Peugeot owners and my car brought a great deal of interest from those present.

The day was a success for the fledgling club with over 100 vehicles present.

If you would like to see additional photos of the entrants or would like additional info please don't hesitate to drop me an email.

My details are available in the club magazine on page 8.

Photo: Ball'r Inc. Photography



Mark contemplates putting a chain around his car for future events



Photo: Mark Donnachie

The 2011 Worm Weekend at Mansfield

This year's Worm Weekend will roll out from Friday 18 to Monday 21 November in Victoria's high country at Mansfield.

With assistance from **Mansfield Tourism** we have put together a great weekend that has it all. Interesting sights to see as we travel great worm roads, good food and your fellowship.

Accommodation is being organised at **The High Country Holiday Park** with everything from camp sites to three-bedroom cabins available, plus two motels, both of which are within walking distance to the centre of town. To book for the weekend ring 1800 039 049 and say you are with the Peugeot Car Club.

Next month we will have the entry form with the program and costs available.

After last year's Nagambie weekend, we didn't think it could get any better, but I reckon it will be, so hope to see you there. For more info: Milton Grant 0419 406 056.



Mansfield-Mt Buller
High Country Reservations
1800 039 049 mansfield-mtbuller.com.au

The basic framework for the weekend will be:

- Friday – 5.04 drinks with special guest followed by an informal dinner
- Saturday – after a short briefing we drive to a historic riverside town for lunch. Then let's go travel some great worm roads. 5.04 drinks and Presentation Dinner
- Sunday – morning photo shoot and short drive to lunch. Pleasant drive to afternoon tea and farewell

Marulan Track day social event

Brian Jubb

THERE IS TO BE a social day out for those not participating in the Marulan Track Day.

Meet at Uncle Leo's Roadhouse on Campbelltown Rd, The Cross Roads (UBD 288 C 6) at 9:45 for a 10am departure.

Turn left onto Campbelltown Rd then join the Hume Highway

Drive south down the Hume Highway to Marulan (approximately 90 km)

Stay on the highway past the truck heavy weighing station for 3km

Turn left into Marulan South Rd — signposted for Marulan / Bungonia — for 20 metres.

Turn right onto Jerrara Rd for 3 km

Turn left onto Prairie Oak Rd for 50 metres

Enter number 8 — Marulan Drive Training Centre. Follow driveway to car park for 1 km.

The day out is a social event to observe and experience the driver training centre.

Food facilities are available at the centre or BYO picnic.

Brian's mobile number (on the day): 0439 430 706

Moving Mannequins 16 October

Brian Jubb

The Old Car Social Club invites the Peugeot Car Club to join them to experience a very interesting display of vintage shop decorations.

The day is a step back in time and very interesting. A full commentary is given by the mannequin constructors on how the displays were set up and their operation.

Date-Sunday 16th October

Meet at The Ettamogah Pub Kellyville (UBD 149 D1) at 9:15 for a 9:30 start.

Moving Mannequins Magic is located at 205 Old Stock Route Rd, Oakville

Cost is \$15 per person and includes morning tea.

After the display we travel to McQuade Park located at the corner of Richmond Rd & Moss St, Windsor.

BYO picnic lunch. An historical church and graveyard are within walking distance.



Bunnings Warehouse Show & Shine 9 October

Simon Craig

The Old Car Social Club at Bunnings Warehouse at Milperra has been postponed due to bad weather on the 25 September. It's now on this Sunday, 9 October.

In previous events we've even won some awards, so come along and bring your pug to this great event.

Gates open at 7am and cars should be in position by 9am.

Entry fee for display cars is \$10 and an entry form is available at the Old Car Social Club website, at:

www.oldcarsocialclub.com.au

Bunnings at Milperra is located near Bankstown Airport and entry is off Milperra Road at Milperra.

Alpine Rally

Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2011 Alpine Classic Rally.

Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

For an entry form or more information about Classic Rallying, visit:

www.classicallyclub.com.au

15—16 October, 2011

Dawid Botha's South African Outback trip



Dawid Botha

HERE IS A SELECTION of the 600+ photos I took on our 1025 km trip from Stellenbosch (Western Cape Province) – 50km from Cape Town – to Grahamstown (Eastern Cape Province) where the annual National Arts Festival is held every year in our winter.

About 680km of the trip was on gravel, which included long mud baths, also uphill, sand, flood damage, flowing rivers, mountain passes, but above all, beautiful scenery.

If you look at the map the route was Stellenbosch – Wellington – Ceres – Sutherland (coldest place in SA) – Merweville - Prince Albert Road – Seekoegat – Rietbron – Klipplaat – Jansenville – Riebeeck-East – Grahamstown.

We had one flat just after Rietbron, and later lost the tyre because of broken wires in the inner sidewall, most probably one of the many potholes in the Eastern Cape Province.



Overall the roads were not too bad, and often we could cruise at 80-85 km/h. But you have to keep both hands on the wheel and eyes on the road, because you never knew what was coming.

We encountered very few cars and often did not have a cell phone connection. The farms are few and far between. Next time I will take more spare wheels!

We slept over at Sutherland, Merweville (3 nights) and Jansenville.

The people are always very friendly and next time we visit Merweville we want to stay for a week!

There we found a retired octogenarian railwayman with a 404 wagon that was made in France. He bought it new in 1970 (now 205,000km).

At that time the wagons seemed to be imported. Mine was assembled



Dawid Botha, the President of Club Peugeot Afrique du Sud in South Africa, eagerly awaits our club magazine every month. Last month's article on the Cape York trip prompted him to send some pictures of his own Outback trek in South Africa recently.

in South Africa – which probability accounts for the rust I had to cut out during the respray job....

At the end of the journey one of the resleeved brake drum cylinders (right front) started leaking and I learnt how to clean a drum and shoes with dishwashing liquid. It will then be acceptable for another 300km!

On inspection back home it showed that all the bushes in the front suspension and steering are somewhat worn. Luckily I have a friend in Belgium who got all the bushes for me at the 404 Society spares depot



in Holland – absolutely unbelievable, a treasure trove! They have 600 members!

We are already planning our next trip: the historic transport riders' (ox wagons) route to the diamond fields over Ceres, Sutherland, Fraserburg, Carnavon, Victoria West to Hopetown.

What can I say about the 404 wagon that has not been said? It can go anywhere a standard 4x2 pickup will go, and the big difference: in comfort! The simple electrics can be dried with a tissue – distributor and spark plug tubes! Roadholding is exemplary – if not fun in mud baths!

It will go through flood damaged roads with unsurpassed grace. The steering is always precise and the gearing/power is close to perfect. Brakes do what they are asked to do – give a little time after going through a full river...

The wipers never failed – even to wipe away the mud showers!

Oh yes, I never really got tired, except for the one long haul of about 410km from Merweville to Jansenville in just over seven hours, non-stop, except for the tyre change and photos.

In short a most dependable and enjoyable car. That is old news, but it is absolutely wonderful to experience what our fathers and forbearers experienced in the sixties and seventies!

I'm keeping on peurrrring!





It's magical in Madagascar — especially for Peugeot fans!

Treasure island: The republic of Madagascar is a biodiversity hotspot, so long isolated from Africa that 80 per cent of its plants and animals are found nowhere else on earth. Its tourist wealth include old Peugeots that are still in daily use, according to Toowoomba Peugeot collector Dennis Barber.

He passed on these photos that some friends who live in Dubai took on their visit to the former French colony.

They even got pictures of 202s, Dennis said.

His friends really enjoyed their trip. "It's a very poor country with some interesting landscapes," he said. "But the critters are just stunning."

Little lost Pug needs its owner

Glenn Taylor

Hello,
I am hoping you may be able to help locate a 1955 203 wagon purchased new by my parents from Harden & Johnston in Sydney.

My mum is now in her late 80s and has asked me if I could attempt to locate her first car and what condition it may be in — I get the feeling she'd like to buy it back!

The VIN is 203C5 1.620.433, engine number 1.620.430, last known NSW rego number AYJ 935 and was sold to a Mr Steffonoff in 1971.

He was a navigator in the 1953/54 Redex Trials.

If the car is still around, she has a full log of documents relevant to the wagon from day one and photos and stories of its many travels.

Thank you for your time and I hope you may be able to help.

Glenn.Taylor@CoalStream.com.au

10 year badges

Alan McCulloch	Hazelbrook
Donald Goodwin	Cootamundra
Brian Roffe	Cattai
Paul Playoust	Ashfield
Dennis Mitchell	Hunters Hill
Stephen Mudie	Narara
Richard Seers	Port Macquarie

Georges Heights tour report

Brian Jubb

BECAUSE OF OUR involvement with the Harbour Trust, Fay and I were excited to share our love of George's Heights — such a special spot and important for the history of Sydney.

The Harbour Trust tour guide, Mike McBride, greeted the group.

He promptly declared that he was a Peugeot enthusiast and during his time as a civil engineer for the Department Of Main Roads had owned nine new Peugeots, from 203s to a 505. I immediately knew we were in safe hands.

The weather was a perfect sunny afternoon with seventeen people attending. The views through Sydney Heads and of the harbour were spectacular.

Mike gave a very comprehensive history on the development of the fortification of Sydney Harbour in 1870, followed by a tour of the gun emplacements and the complex tunnel system

used for ammunition storage.

The tunnels were particularly exciting for the younger members of the trip who then enjoyed climbing over the restored 1872 canons.

We then took a short bushwalk down to Chowder Bay. Chowder Bay is a beautiful harbour beach with Clifton Gardens as the backdrop.

It had been an American whaling station in the early days and its name came from the soup the American sailors made from the local shellfish.

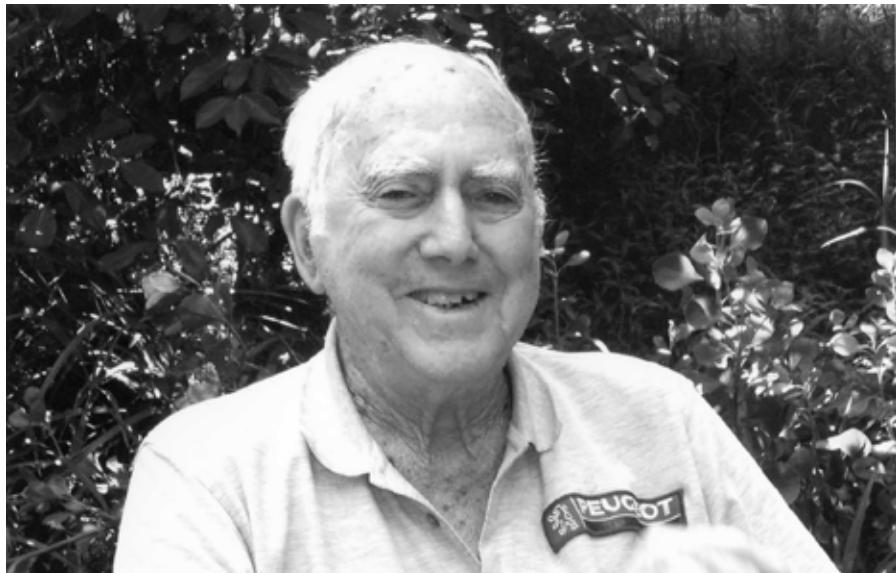
At the end of the nineteenth century, Chowder Bay was the base for exploding mines which were placed across Sydney Harbour.

It was also from here that the nets were laid across Sydney Harbour in World War II.

A truly magnificent day was had by all who attended and many thanks to Harbour Trust's Mike McBride for his fascinating tour.



Vale Max Barrett



We regret to advise the passing of Charles Oliver Mackenzie (Max) Barrett on 5 September 2011.

Max was the father of club stalwarts Anne Cosier and foundation member Allan Barrett. Max himself was a club member for 28 years from 28/4/1981 to 30/6/2009.

He had numerous vehicles over the years including 404s, a 404 ute, and more recently a 1983 505 sedan.

He also attended many club events including Christmas parties. He will be missed by all those that knew him.

Max was 88 when he died peacefully in hospital from cardiac problems.

President Ross Berghofer and wife Sandra represented the club at Max's funeral service.

The club extends its sympathy to the extended families of Allan, Anne and sister Helen.



Six hours of Silverstone

Wouter Melissen

FOR THE SECOND year, Silverstone hosted a joint race for the Le Mans Series (LMS) and the Intercontinental Le Mans Cup (ILMC); the fourth and fifth rounds of the season respectively.

This was also the final occasion as the two series will split from 2012 onwards with the ILMC morphing into the FIA World Endurance Championship (WEC).

Silverstone itself has also undergone a metamorphosis with substantial changes to the track and the facilities. During last year's race the new track was already used and now we were also treated to the cutting edge 'Wing' pit building.

The facilities themselves are a major improvement but due to space restraints, parking and support paddocks are still at the old location. This makes for all sorts of logistics problems, especially for those competing in the support events, who had to move all their equipment halfway across the track for each session.

The work has not been completed yet, so hopefully a solution will be found. A more subtle change was the switch from a 1000-km to a 6-hour race to make life a little easier for the television programmers.

Practice & Qualifying

With the 2011 season well under way, there only was limited news ahead of the Autosport 6 Hours of Silverstone.

Among them was the return of the Italian entered Zytek 09SH, which for the first time featured a specifically developed racing hybrid system.

Unfortunately, its weekend was cut short early in the third practice session when it collided with the barrier at the new pit-entry.

The subsequent fire rendered the car beyond repair at the track. Fortunately the driver managed to get out of the Zytek unharmed.

At the head of the field, the substitution of the injured Anthony Davidson by Simon Pagenaud in the #7 Peugeot 908 was the biggest news. Having raced predominantly in North America, this would be the Frenchman's debut at the Northamptonshire track.

What certainly remained unchanged at Silverstone are the unpredictable weather conditions at the track. Ahead of the weekend it looked like at least parts of Saturday and

Sunday would be wet but courtesy of the very strong winds, a vast majority of the rain simply blew over.

In the end only the prototype half of qualifying was affected by a slightly damp track.

Needless to say the ongoing rivalry between Audi and Peugeot at the very head of the field grabbed most people's attention.

Both fielding two new-for-2011 machines, the German and French teams had been closer than in any of the previous four seasons and the 6 Hours of Silverstone proved no exception.

Although Peugeot seemed to have a slide edge, the four cars were rarely more than a second apart in the three sessions.

During the slightly damp qualifying prac-





tice, the #7 Peugeot was out at the right time and Pagenaud crowned a very impressive debut performance with a pole position.

It was equally close in the petrol sub-division of the LMP1 class with six tenths separating the two Rebellion Lola Toyotas and the two Oak Racing Pescarolo Judds.

Rebellion's Nicolas Prost was the quickest; his 1:47.684 was nearly four seconds of pole though.

In LMP2, Danny Watts once again showcased his brilliance in the Strakka Racing HPD. He was the only driver to break the 1:50 barrier, beating the nearest rival by over a second.

Later that day Strakka announced their plans to move into the WEC next year with a brand-new HPD ARX-03a, so perhaps he will then be able to challenge for outright poles.

The Race

After a confusing start, which saw Allan McNish spin the #2 Audi and the pace car stay out for a second lap, the 47 cars managed to get through the opening laps unscathed.

Recovered from his spin, McNish immediately challenged Sébastien Bourdais in the #7 Peugeot and the two swapped the lead several times.

The first car to drop out of the four-way battle was Franck Montagny's #8 Peugeot after a nudge with a slower prototype saw it damaged and stranded in the gravel.

Final standings for the 6 Hours of Silverstone

1. Peugeot 908 no.7, Bourdais / Pagenaud 190 laps
2. Audi R18 no.1, Fässler / Bernhard +1m29.763s
3. Oak Racing Pescarolo no.24, Nicolet / Premat / Pla +5 laps
4. Lola Toyota no.13, Bellichi / Bouillion +5 laps
5. Oak Racing Pescarolo no.15, Lahaye / Moreau / Ragues +5 laps
6. Pescarolo Judd no.16, Collard / Tinseau / Jousse +5 laps

Helped by several marshals, Montagny managed to lift the car's front-end, allowing him to drive out and return to the pits. With his front suspension repaired, he rejoined the race, eight laps off the lead.

It would soon become a two-horse race as McNish hit a GTE car breaking his front suspension as well. An impressive recovery drive saw the #2 Audi and #8 Peugeot climb all the way up to 7th and 8th at the finish.

These early incidents left the fight for victory between the Bourdais/Pagenaud Peugeot and the Timo Bernhard/Marcel Fässler Audi.

In the LMP2 class it was equally close with the pole-sitting Strakka car challenged hard by the Le Mans class winning Greaves Zytek-Nissan and the TDS Oreca-Nissan.

Unfortunately a flat tyre dropped the Strakka car down the order and Jody Firth in the Oreca had a big crash on the main straight. Clearing the debris required the only safety car period of the race.

Later in the race the Greaves team was challenged by the other two Oreca-Nissans but niggling reliability issues saw their challenges waver. Despite campaigning a six year old car, Greaves Motorsport added a fourth class victory to its season tally.

The team is now only just two points away from clinching the LMS LMP2 championship.

One lap down and second in class was the Race Performance Oreca-Judd, followed a

further lap down by the Boutsen Energy Racing Oreca-Nissan.

Behind the leading pair in the LMP1 class, the petrol fuelled machines had an equally close battle. Having their strongest race of the year, the two Oak Racing Pescarolo

finished five laps in arrears of the leaders. On the same lap were one of the Rebellion cars and Henri Pescarolo's own Pescarolo.

Eventually the tables turned into Oak's favours with the Alexandre Premat and Olivier Pla securing the final podium position.

The nose to tail fight between the Audi and Peugeot was temporarily finished after a spin threw Bernhard down half a minute. A conservative drive from Pagenaud saw Fässler close the gap right down again and in fact jump into the lead.

Pagenaud picked up the pace and the two cars were on each other's tails until the end of the fourth hour when damaged rear bodywork needed replacing on the Audi.

This gave the Peugeot a one-minute advantage that it did not give up. Peugeot's third victory in four races has given the team a sizeable lead in the ILMC championship but unfortunately for the French squad that one defeat came at Le Mans.

Final thoughts

While the early problems of two of the protagonists may have robbed the 2011 6 Hours Silverstone from an epic battle, the race remained thrilling throughout.

Many of the podium places were still disputed in the final minutes of the race, underlining that the event was very much a six-hour sprint to the finish.

With more manufacturers set to join in the coming years, "endurance" is in a very strong position. Whether the WEC will be back at Silverstone may well depend on further improvements to the track's logistics; in an attempt to appease the Formula 1 powers that be, Silverstone is at risk of losing its appeal to other events.

— from Ultimatecarpage.com

How to fit disc brakes to a 403

ONE OF THE GOOD things about early Peugeots is the interchangeability of parts, this is a big help when you are updating components.

Richard Marken

I HAVE BEEN RUNNING my 403B for 18 years now with 4 wheel disc brakes and a BA7 5 speed gearbox. The engine is also slightly warmed up, producing 97 BHP at the rear wheels. This makes for a car that drives as well as most modern vehicles with a whole lot more style.

I originally fitted up front discs on the 403 more than 25 years ago. I had then intended to fit a set of 404 front hubs, rotors and calipers. I acquired a pair of late 404 hubs with rotors which were worn out and, as I was having trouble sourcing new rotors and a pair of 404 calipers, I elected to fit 504 calipers and rotors.

This is a fairly easy conversion; the 404 hubs are a straight swap for the 403 hubs, same bearings and bolt patterns for the wheels. I also fitted 404 sedan wheels at this time; they're half an inch wider and allowed a better selection of tyres.



I used 504 front rotors and re-machined the back of the 404 hubs to accept 504 rotors and

attachment bolts (4 instead of 3). The mounting position of the caliper is a tricky bit of work, as you do not want it to foul any of the suspension or steering bits as you turn and also as the suspension works, this dictates a trailing caliper.

The caliper mounting bracket is actually quite simple. As a template you can use a caliper mount from an early 504, these are a bolt on unit. From this you can determine the thickness and attachment bolt positions to fit the caliper in the correct position on the disc rotor. Once again you will find that the attachment bolts for the early 504 caliper bracket and the 403 brake backing plate are the same size so you know that the bolts you use on the new bracket are up to the job.

The steel to be used for the caliper mounts has to be of higher grade than mild steel, a 1045 or a bisalloy 80 is ideal as it is easily machined and cut and will not stretch or crack under severe loads.

To finish off the front disc brake conversion I made up braided stainless steel brake hoses to suit and removed the check valve from the brake master cylinder. If you fail to do this the calipers won't release properly from the discs, not a good thing. I also fitted a remote brake booster, a 'PBR' VH44 unit, these were easily obtainable 25 years ago, I have replaced one since.

While the actual braking power was not a lot better than the drum brakes, the improvement in repetitive stopping as on mountain ranges and being able to stop in a straight line i.e no pulling to one side, and not having to overhaul the brakes after every wet season made these conversions worthwhile.

Not long after fitting the front discs and moving to Brisbane, I was in the throes of rebuilding the front shocks and the steering rack. Having purchased a spare rack and some new parts from Graham Wallis in Victoria, I spent a bit of time looking at how the steering system worked and its shortcomings, in particular its inability to self-centre.

This is because of the load from the rubber rack end bushes as you turn from lock to lock, this load is transferred to the rack and causes it to not only bind but also causes excessive wear in the housing.

To correct this I went to ball joints similar to the 505 tie rods, which unfortunately don't suit the 403 rack but Toyota Camry ones do, you still have to shorten them but



you end up with a much lighter steering system that self-centres and the adjustment is at each tie rod end, much simpler and a better feel at the steering wheel.

In 1991 I took the 403 off the road for a total resto. As I was reassembling it in 1993 I noticed brake fluid leaking onto my nice new 15 X 6" widened rims. It was at this point that I decided that I had had enough of drum brakes and set about fitting rear disc brakes.

To achieve this end I used 504 rear calipers and 504 front disc rotors. The front ones were used because they have a greater offset from the rotor to the hub mounting face; this was required so as to have the caliper mounting bracket positioned in line with the original brake backing plate position. This means that the braking forces are still acting in the same plane as with the original drums. With this type of modification you do not want to introduce



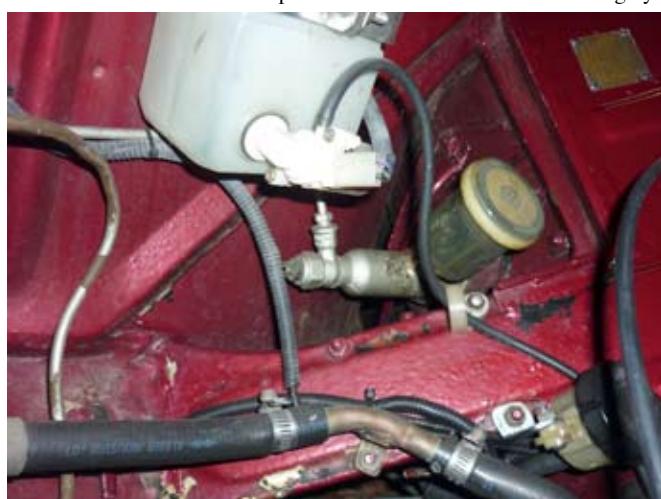
any additional twisting loads or moments if you can avoid it.

The caliper mount is sandwiched in the bearing carrier as per the backing plate was and machined to be a slide fit over the axle housing, this helps transfer the brake loads to the housing.

I still use the original handbrake, having had a pair of custom made cables manufactured by flex-tool, a company that specializes in flexible drive systems and cables.

The 504 front rotors are bolted to the inside of the rear axle flanges, these I machined a mounting surface into and drilled and tapped to suit the STD disc mounting bolts. The rotors were machined down in thickness to suit the rear calipers.

I still use the 403 master cylinder, however if I were doing the conversion today I may be



required to fit a tandem master cylinder. One thing I did have to change at the master cylinder was the pressure switch for the brake lights; pedal pressure was reduced to the point where only real heavy braking would make the brake lights come on. I fitted a mechanical switch from a 504 on the brake pedal to solve that issue.

In the photos you will notice that I have 4 stud axles and hubs, this was a change that I made about five years ago so I could fit the performance mag wheels to the car.

With about 80,000 miles on the widened steel wheels fitted in 1993 I was having trouble with wheel wobble or shimmer through the steering wheel, and after having the wheels straightened and remachined and being no better, I traced the problem to the fact that the 404 and 504 steel wheels centre on the mounting stud and once the stud hole in the wheel has enough wear in it, it is game over as far as balance goes.

The performance minilight replica wheels are a 504/505 6" X 15 with a custom offset to suit the 403.

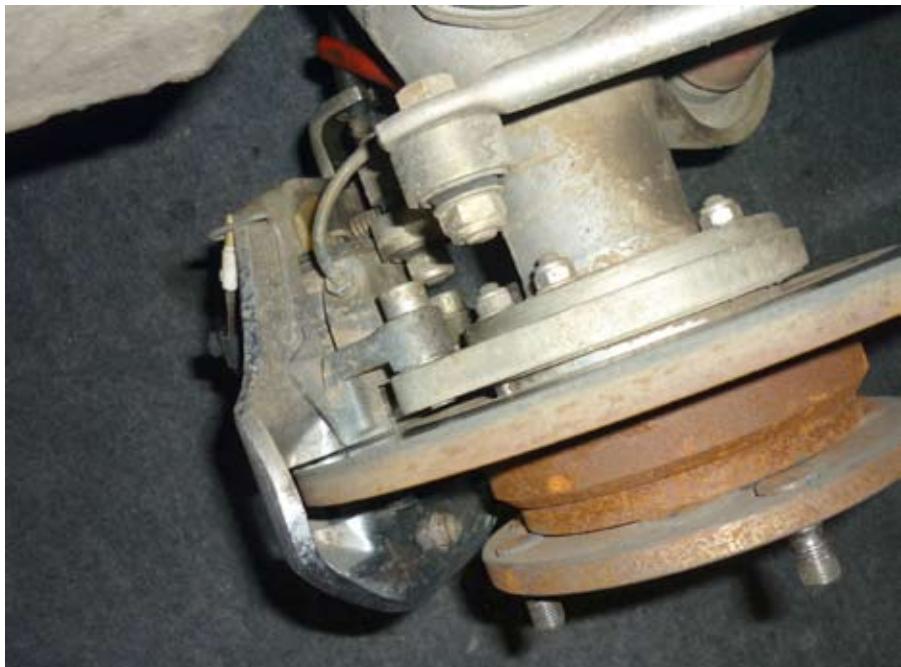
The front hubs were a straight changeover; early 504 have the same bearing as 403/404.

The rear axles require a lot of machine work, but with a pair of 504 rear flanges and a lathe anything can be achieved.

In the 18 years and 100 000 miles since I restored and modified the 403 the only brake problems I have had has been a sticky hand brake a couple of times. I just last month rebuilt both back calipers for the first time since 1993, I have only replaced the front pads once.

Happy stopping,

— from Peugeotmania, Queensland.



Barum Czech Rally Zlin



FOLLOWING HEAVY overnight rain, the difficult last leg of the 41st Barum Rally promised a dramatic day's sport and the 207 Super 2000 drivers effectively suffered a variety of incidents. The best-placed Peugeot driver at the finish was Thierry Neuville who came fourth...

Attack mode for Bouffier

The best-placed 207 S2000 crew at the end of Saturday's action was Bryan Bouffier/Xavier Panseri in fourth place overall – just 3.7s off second spot – and the Peugeot France pair had every intention of challenging for the top prize when action resumed this morning. "The fact that Jan Kopecky hit trouble shows that we were right to believe in our chances," underlined Bryan Bouffier after retiring from the event. "That's why I pushed hard on this morning's first stage. Unfortunately, it soon became apparent that the soft compound tyre



I had chosen wasn't ideal for the conditions which turned out to be drier than I was expecting. Three kilometres from the end of SS10, I cut the apex of a fairly straightforward left-hand corner and drove over some wet grass. That caused my car to understeer and sent me ricocheting across the road where I hit a kerb." The impact broke two rims and brought the French pair's run to an immediate halt. They are still fourth in the championship, however, and continue to be the best-placed Peugeot crew in the provisional standings ahead of the forthcoming visit to Hungary.

Thierry Neuville wards off pressure from Mikkelsen

After a troubled first leg which included an off, Thierry Neuville and Nicolas Gilsoul ended up finding their marks on the Czech event. "The second day's stages were different to those of yesterday," observed the Peugeot Belgium-Luxemburg driver.

"The stages are much less bumpy and I felt far more comfortable with the handling of my

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car." The Belgian driver was able to up his pace and was occasionally as fast as Jan Kopecky and Freddy Loix at a time when they were battling for victory. "When I heard that Bryan Bouffier had retired, I realised that it was more important than ever to make sure we reached the finish," said Neuville, "but I still had to push quite hard in order to keep Andreas Mikkelsen at bay." Thierry Neuville and Nicolas Gilsoul ended up accomplishing both missions and completed the rally in fourth place.

Guy Wilks: retirement

After falling back to 12th spot as a result of the two punctures they picked up on Saturday, Guy Wilks and Phil Pugh profited from Sunday's first loop to fight their way back up to eighth place. "That was just a start," declared the Peugeot UK driver. "I was very happy with the balance of my 207 S2000 and I was thinking that sixth place was on the cards when my engine stopped on the first test of the last group of stages. I stopped to look under the bonnet and I saw that the alternator belt was in strips. As it broke, a bit of the belt had pulled off an engine sensor which caused the ECU to switch everything off because it wasn't getting any information..."

A disappointing outcome

"We were always aware that this rally on our rival's home soil would be a big challenge," said Frédéric Bertrand, the manager of Peugeot Sport's customer competition department. "The final result is clearly quite disappointing, even though the 207 showed that it is competitive. Only one of our cars finished in the big IRC Manufacturers' points for Peugeot's. That promises to make our job fairly complex towards the end of the season, although Bryan Bouffier and

Thierry Neuville are still in the chase for the Drivers' title, but only if they start winning again very soon."

Pictures & Story:

Peugeot Sport

Drivers' standings:

1. Hänninen 98 points
2. Loix 95
3. Kopecký 88
4. Bouffier 61
5. Neuville 60
6. Mikkelsen 56

Manufacturers' standings:

1. Škoda 275 points
2. Peugeot 184
3. M-Sport 70
4. Subaru 51
5. Ralliaut 49
6. Proton 33



2011 Barum Czech Rally Zlin — final positions

1. Kopecký/Stary, Škoda Fabia S2000, 2h 15m 51.7s
2. Loix/Miclotte, Škoda Fabia S2000, +1.2s
3. Hänninen/Markkula, Škoda Fabia S2000, +37.4s
4. Neuville/Gilsoul, Peugeot 207 S2000, +1m 59.6s
5. Mikkelsen/Floene, Škoda Fabia S2000, +2m 5.7s
6. Gardemeister/Floene, Škoda Fabia S2000, +3m 47.4s





Lots of butts in Grenoble

Peugeot allies its alloys

THE PEUGEOT GROUP is considering strategic relationships with commodity companies for its supply needs, chairman Philippe Varin told a major aluminium conference in Paris.

Aluminium could potentially allow the bulk of a 200kg cut in vehicle weight being targeted by Peugeot but relatively high costs for the metal were a barrier.

"The larger use of aluminium in our cars can only be achieved if we manage to build global and mutually beneficial partnerships," he said.

The group was also looking at plastics and composites.

Peugeot had already developed global partnerships with car parts suppliers but did not have such ties with raw material suppliers, he said.

The automaker is looking to increase the aluminium content in its cars to help it comply with European carbon reduction regulations by 2020, he said.

— from Reuters



Geoff Webber sighted this "almost perfect" 203 decouvrable on his way to Mulhouse on a French holiday, touring in a C4 two-litre diesel.

French soirée

Peter Wilson

Queenslander Geoff Webber, touring France with his wife Narelle in a 2.0-litre, six-speed manual C4, sent this picturesque shot from Grenoble in the south.

While in town Geoff tracked down the start/finish of the Tour de France to get a picture for a mate.

However, locals had to guide him to the spot where there was no trace left of its cycling role.

Earlier, inspired by editor Simon Craig's report in *The Pugilist* in October 2007, Geoff visited the Chateau de Savigny Collection just east of Beaune that John Carswell discovered, to see the huge display of jet fighters and model cars.

And at Mulhouse, he noted a new exhibit beside the Rally 205 (on loan from Peugeot Museum) was the adrenaline pumping Bugatti Veyron.

Although Geoff is restoring a DS1, he decided to spoil himself with a beaut 1:18 scale model 205 T16 Dakar Rally car.



A bit bruised after a crush in traffic

Sturdy Peugeot steel and brilliant safety design saved an English mother and daughter when a truck carrying thousands of chickens overturned onto their car.

Their Peugeot 107, on the inside lane of a roundabout, was squashed to half its size — down to dashboard level.

The daughter, who was driving, lay across her mother in the passenger seat to protect her and they both stayed as flat as possible to avoid being crushed until workers arrived to free them.

They emerged from the reduced safety capsule with just cuts and bruises.

Police were astounded that anyone had got out alive.

— from the Sun.

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The pride of Willoughby

Makin' old pugs new again

Cal Makin

Just a few short years back I was finally able to receive SBS TV programs by satellite. To my delight as I turned to SBS for the first time, I saw a 403 ute heading towards me along a road in the swampy French north. This ute belonged to a farmer who was cutting reeds and stowing them in the back.



Now to my extreme pleasure I am driving my recently restored 1957 403 ute.

This story goes back to 1985 when I became its new (third) owner having swapped it for a framed painting of the farmers house who had used it for probably 25 years.

Everything mechanical was shot but it had a solid rust free body. I had done a restoration myself in the 90s but now it has had its 21st century restoration.

I stripped the paint work back to bare metal and painted it with primer. Then it was taken

to a professional spray painter and painted in cream 2 pack enamel.

The fold down rear tray side boards have been newly varnished. The rear springs have been replaced with station wagon springs with all new bushes to make it ride a lot more comfortably on country roads. I figured its days of heavy duty carrying were over anyway.

The motor had been restored previously but the restoration of the gear box top linkages and brake and clutch main shafts have made it feel like new to drive.

A Solex 34 carbie from an 1800 504 has given the 403 motor a bit more pep. A bigger radiator core also keeps it cool and is worth the \$500 for the peace of mind this brings.

The main shortcoming (literally) is the lack of cabin space for my 6 foot 2 frame. I am however getting used to the driving position of the reupholstered seats.

The run to the 2010 French car day was great, except for a brake problem now fixed by putting in a new master cylinder kit.

Just to let Col Handley from Canberra know, the ute is now

determined by me to be a long distance vehicle.

I am now completing the interior restoration of the hood lining from a 403 station wagon (thanks to Rob Oakman for this lining).

I have placed a hoist on the back of the ute to remove motors from cars in my spare parts paddock. Main duties for the ute are wood gathering, gas bottle changeovers and carrying a water pump to the creek.

Other 403 news from Maitland Bar is the near completion of a 1960 403 station wagon and a 1960 403 sedan.

Ongoing Peugeot restorations include a 1985 505 turbo diesel sedan and a 1969 504



soft top.

Daily driver these days is an awesome 505 GTi wagon auto and a newly acquired 306 style from eldest son Leon who now owns a 306 GTi6.

Of course the 1951 203 Redex car gets an occasional outing.

My wife Sue's 406 ST auto has proved to be troublesome. The gear box had to be rebuilt but now it is repaired it is well loved for economy comfort and handling on our country roads

merci

This issue was brought to you by:
Peter Wilson, Peter Cusworth, Ross Berghofer, Richard Marken, Helen Louran, Brian Jubb, Doug Smith, Ted de Lissa, Peter Lubrano, Mark Donnachie, Jon Marsh, Cal Makin, Geoff Webber, Dawid Botha, Dennis Barber, Philip Challinor and the number 207.

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604 seats dearer than cars



Popular exhibit: Cal Makin has renewed the contract to lend his 1951 Peugeot 203 to the Mount Panorama Museum. The manager says it gets a lot of attention from visitors because of Peugeot's racing and rallying history.

35 years ago

1976 John Robertson was driving his Peugeot 403B swiftly and silently along the New England Highway one night when another vehicle passed, flashed its lights and slowed down. It was a lonely stretch so



Calder Park debut: Hans Riehs has completed race preparations on his Peugeot 206 GTi 180 and plans to run in the AMRS Production Touring Car Championship.

John kept going. At the next town he pulled over and the mystery car, another Peugeot, stopped as well. A most pleasant chap greeted him and pointed out that John's taillight was not working. John was so pleased at Paul Watson's courtesy that he became a member.

The 22 new members this month include "Steven Polocz" and Gavin Ward.

30 years ago

1981 Jon Marsh goes on a club outing to Bundanoon, pitches his tent in the caravan park and discovers the owner of the Bundanoon Pottery once owned a Peugeot 203. After a few ales and a rainy night, he waits for

other members but none turn up so he goes home.

Peugeot has made a deal with Piaggio over two-stroke technology for mopeds and scooters and is talking to Honda about its lightweight four-stroke engines.

25 years ago

1986 Plans for a visit to George Gall's private motor museum at Jasper's Brush where he has a complete and drivable Peugeot 202.

The club's Peugeot 504 Ti team of Rowland Pym and Dave Wood win first in their class and 28th outright in the 8,000-km State Bank Discovery Trial from Adelaide to Alice and other parts with more damage to the crew through lack of sleep than to their sturdy car.

20 years ago

1991 The way the club ran the Bastille Day celebration at the Rocks impressed reps from the Council of Veteran, Vintage and Thoroughbred Motor Clubs and the club will join the car club lobby group soon, reports president John Geremin.

Steve and Marj Collier coax their Peugeot 604 to turn in an amazing 7.8 l/100 km (34.17 mpg) on a French car clubs' economy run. An ID 19 Safari with 4 l/100 km beat John Geremin (504 wonderwagon, 6.1 l/100 km) and Philip and Kirsten Challinor (404, 6.2 l/100 km).

Pat Dowling is selling her concours condition 1976 Peugeot 504 – reluctantly.

Peugeot quits the US market after 33 years after sales tumbled from 20,000 in 1984 to 4,000 in 1990. The rise of Japanese sales forced Citroën to quit in 1973 and Renault in 1986.

15 years ago

1996 A Peugeot 306 cabriolet cruises through the Surry Hills village with a pair of big spotty dalmations sitting tall in the back, puffing over the shoulders of the blonde driver and her bloke.

Australia had 30,578 Peugeots on the road on

December 1995, according to the Bureau of Stats. Of them, 9,893 are pre-1978 cars and 13,473 from 1979-89. Meanwhile, Melbourne Pug statistician Gordon Miller reports 1,187 registered Pugs are on club data bases – a mere 4 per cent.



Vale Le Brock, 2006:

Bathurst spectator Philip Challinor with the late King of the Mountain in 1992, when Peter was racing in a Peugeot 405 Mi16.

sports ute project. Jim Brear shouts himself a new Peugeot 306 XT but it has bad manners with unwanted revving in town.

10 years ago

2001 After nine years of driving company cars, Bob Lions can come out of hiding because he's bought a Peugeot 405 SRDT. Club member 404 has only owned four-oh series Peugeots – a 403 and two 404s. Sussex furniture maker Joe Hall is making arty chairs from Peugeot 604 seats for a chain of ritzy furniture stores.

Peugeot sales are booming in contrast to many other brands thanks to strong interest in its diesels, now comprising 35 per cent of sales. Of diesels sold in Australia since 1993, 40 per cent have been Peugeot.

Five years ago

2006 Members are looking forward to seeing the new 207 at the motor show as guests of Peugeot.

President Doug Smith visits Ron Freestone, owner of a 1956 Peugeot 403 since new, to present him with his 20-year membership badge.

It was handy that Don Pearson bought a second 204, a wagon, from Toowoomba. When his 204 lost its windscreen on the rerun, he drove the 200km to the city to get and fit the one from the wagon.



The 204 fleet: Five months after buying the wagon in Toowoomba, Don Pearson got it home to snap it beside his rerun sedan.



Beaming after a Beemer

Chris Sonter is a very happy Peugeot man again after, as he puts it, a late life crisis flirtation with a rather flashy BMW.

The Beemer was a disappointment. "Aside from audience appeal it was one of the most awkward cars I have ever driven," he told *The Pugilist*. "I complained to one and all how much I disliked it."

"My son rang up to let me know of a three-year-old 607 ex lease car for only \$23,000. Absolutely mint condition."

"Best car I have ever owned. Just love it."

Chris agreed about the missing "snob factor" in the luxury Pug.

"I suspect that real men with a sense of class know the correct standing," he reckoned. "I say to my friends I swapped German steel for French style."

He was delighted when a European hire car man in an expensive Benz bailed him up in the back streets of Artarmon and said: "You have a truly great car."

Chris's tip: if you see a 607, BUY IT.

RCZ added to family fleet

It was good to see the club's first RCZ coupé turn up at the August club meeting.

It is the latest of many Peugeots owned by the member and his family members.

He is very happy with its performance.

We won't name him as he has asked that his name not be mentioned again in *The Pugilist*, but he was also the first in the club to take delivery of a 407 sedan.

Something missing?

McLean member Peter Mathews has resigned from the club after 34 years and owning just about every Peugeot model since the 203. He's now driving a 307, but reckons it's not as much fun as those oldies he had many adventures in during his youth.

What does he miss? The go-anywhere character or the wicked layback seats?

What the BSI is going on?

Doug Smith <doug_smith@shannons.com.au> :-

A friend of mine has a 307 HDi Touring which is giving an electrical problem.

What is happening is when he locks the car one of the rear windows will open.

If anyone who has had this problem and knows how it was rectified can help, it would be appreciated.



A pride for a bride

IT WILL BE HERE comes the bride in a 1969 Peugeot 404 when Melbourne architect Michael Ellis gets married in Punchbowl in December.

He is delighted that club members have responded to his request and are providing two white sedans. Michael has been a member of the Victorian club for 20 years.

How Mark cleaned up

There was apparently some angst after Mark Donnachie won a trophy in the All French Car Day concours with his immaculate Peugeot 306 cabriolet.

The gratuitous grumble was that a car of that age could have beaten more up-to-date, low km models.

There was no secret. It's time spent in the garage instead of at the keyboard.

It's the way Keith Bridge has cleaned up in the concours with his 203s again and again.

"After I came home from Wakefield Park, I

Out of action

David Bean has been banned from driving on doctor's orders. Yr Intrp'd Testr, as he dubbed himself when writing up in *The Pugilist* his road tests as he drove his way through members' various Peugeot models, is taking it easy after suffering a mild heart attack.

So it's strictly walking for David and his dog Chip (a Jack Russell, not a pug) until he gets the all clear.

After David's first ticker attack back in his Dino days 35 years ago, his specialist said he could drive his beloved Ferrari again "because I want you to have a reason to live".



Putting a stopper on the ute

Back in Blighty after a tiring run in his Peugeot 203 Styleside ute to Cape York with club members, UK club editor Alastair Inglis reports that he found Richard Marken's recent article on the disc brake conversion interesting.

The ute was our cover photo last month.

"I left a pair of 504 ute five-stud front hubs with Colin Hague to convert, so hope to have that done for next visit," Alastair said.

"It would be good to reduce the fade – a bit disconcerting in traffic when heavily laden, especially for Myra!"

"The cure for steering wander also looks interesting."

Alastair will be back in Australia in February/March after the Vero Vintage Car Rally in New Zealand next year.



For sale**3** 06 XSi 1999 5 door Hatchback

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3 08 XTE, 2010 1.6L turbo automatic hatch, vapour grey, black cloth trim, 14,000km, great condition "as new", reg BTE09Y to Dec 2011,

\$26,500, Lisa Jordan, Dundas, 0406 851601.

4 05 Mi 16 4X4 in New Zealand, very few of this model in Australia. This car is a two owner "Red Rocket Ship" and has a very low 85,000 "miles". It has always been kept in a car shed and had regular servicing. Originally cost NZ\$55,000 (About double the cost of a Holden at the time) when "New" and there were only 5 of this model imported into NZ. It has 4 new Federal Super Steel 535 low profile tyres and Alpine Stereo with 6 changer disc box in boot. It is generally in great condition with just a few stone chips, scratches and marks to the paint. The bumpers could do with a total refurbishment and the steering wheel needs some new stitching

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

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ing to the leather. As with all the 405s the fog lights are stone chipped. A new cam belt was fitted to the motor at 100,000km but for peace of mind this may be redone as it has been in storage for some time! Club members are invited to investigate further and make an offer. Editor Qld magazine has more details and photos. Robert Lee robertlee@hotmail.com .

5 04 Utility, 1988, excellent condition, aluminium tray, 2.3 litre diesel 5 speed, full NSW rego to May

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Lost Pug tale with a twist**Peter Wilson**

When my Peugeot 604 was stolen, most fellow club members were surprised and some were unkind enough to ask: "Why would they bother?"

However, a recent Peugeot story that the United Press International news service plucked from a paper in Sweden raised a similar puzzlement.

MALMO, Sweden, Aug. 11 (UPI) -- An elderly Danish man parked his car in central

Malmo, Sweden, in July and has not

been able to find it since, officials say.

The man remembers parking his white Peugeot somewhere within 1.2 miles of the landmark the Turning Torso in central Malmo, The Local reported Wednesday.

"The car has not been towed and no one has reported finding it. There are no traffic wardens who have reacted, so we are beginning to wonder if there aren't other parking companies that we haven't been in contact with," Marie Persson, information officer of the Malmo police department, said.

Local police have searched the area with the help of the city's highways department, and the traffic officers and have yet to find the vehicle, which is now reported as stolen.

"We have used all the methods of searching that we generally employ when looking for a stolen car, but we just can't find it," Persson said.

Was this news worthy of distributing worldwide? Peugeots are not rare in Sweden. Theft might be if there is a trustworthy local culture where people can safely leave unlocked cars with keys in the ignition.

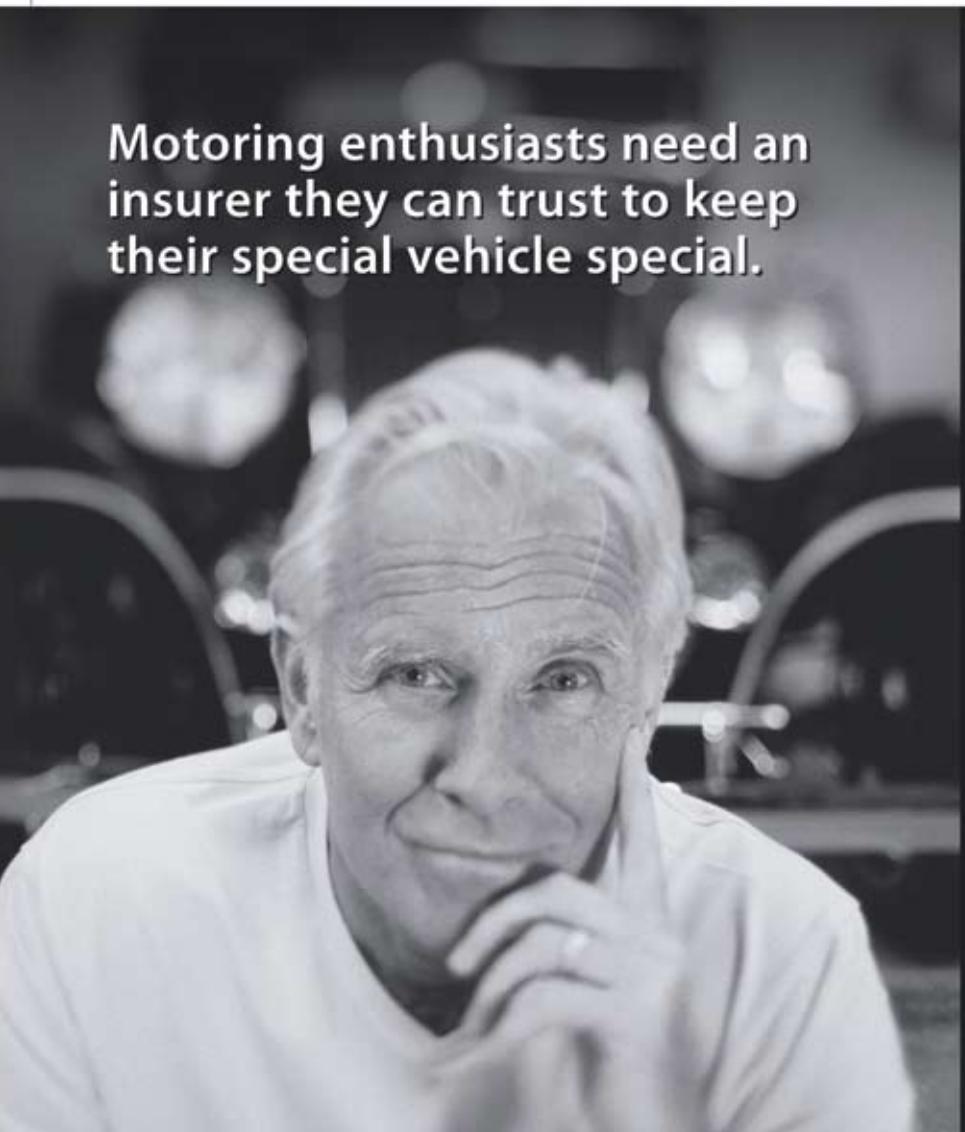
Perhaps the owner should have gone to the top of the Turning Torso, a twisted skyscraper that is the second highest in Europe, to look for it.

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Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
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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 Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 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 6362 8100
Pacific Euro Sales	Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
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 and Parts	1 Link Road	ROSEBERRY	NSW 1445	02 8338 2624
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	75-85 O'Riordan Street 42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	ALEXANDRIA PARRAMATTA PARRAMATTA RYDALMERE	NSW 2015 NSW 2150 NSW 2150 NSW 2116	02 8338 3961 02 9841 8800 02 9841 8979 02 8832 8832
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A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
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Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
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Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
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Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC 3300	03 5572 1342
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