

the pugilist

November 2011

Magazine of the
Peugeot Car Club
of NSW Inc

■ Next year's calendar looks to be a bumper year of trips and tracks for Puggers to enjoy

■ Jim's Oh Three Weekend hits the Highlands



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The VLV with Verve

area that can be covered based on the driving range and identifies charging stations that can be reached with the remaining charge.



Simon Craig

A RECENT FORUM, organised by the French Environment and Energy Management Agency (ADEME) was the perfect stage for Peugeot to spring its latest concept vehicle onto the public — the VéLV.

The Véhicule électrique Léger de Ville is an innovative concept vehicle for “getting around the city” and has strong ties to the original Peugeot electric car — the Voiture Légère de Ville or Light Town Car (VLV) of 1942.

Unlike the original — which was designed to side step the fuel restrictions of France’s Nazi occupying forces — the VéLV is billed as a safe, fuel efficient electric three wheeler that can seat three people.

The driver’s seat sits forward in its own row, with two seats positioned snugly in the rear.

It has a power rating of 20kW and a weight of 650kg, giving the little car a range of 100km and an acceleration of up to 110km/h.

The VéLV is particularly easy to handle in tight spaces thanks to a turning radius of just 7.20 metres.

What’s more, it indicates in real time the

A consortium of French companies and a research laboratory developed the VéLV, which have joined forces to “meet the mobility challenges of tomorrow”.

The project’s objective is to significantly reduce the amount of on-board energy by



The cover

Pugs with Bugs: The editor’s 207 taking a well-earned break at the start of Victoria’s recently sealed Bogong High Plains Rd.

Photo: Simon Craig

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Three or Four: Like the 1942 original, Peugeot refer to this arrangement as a three-wheeler. It certainly has a narrow track but it looks like four wheels from here.

offering a fun vehicle whose electric motor, immediately available maximum torque and light weight make for an extremely enjoyable driving experience.

The VéLV consumes just 85 Wh per kilometre, which means that its environmental footprint is equivalent to that of a train trip — presumably one taken on Paris’ Métropolitain.

Peugeot says the VéLV has undergone Euro NCAP-approved crash tests, achieving compliance for use on public roads.

The concept is aimed at corporate fleets, traditional rental companies and self-service schemes like Autolib’, second-car buyers and numerous customers who want a better option for getting around town.

Don’t expect to see one in Australia’s urban jungles in the near future, however.

That may be limited to Canberra identity Peter Taylor’s VLV restoration project, as featured in the Pugilist in May, 2008.

The Consortium

Each participant in this project contributed important expertise. PSA Peugeot Citroën leveraged its experience as a carmaker to offer an innovative vehicle architecture that meets ambitious, yet realistic specifications.

Leroy Somer, GKN and Valeo pooled their skills to create a full 20 kW electric power train that is both compact and highly efficient.

Johnson-Control Saft provided a Li-Ion battery stack and electronic management system designed especially for the vehicle to ensure the 8.5 kWh output and 100 km driving range. Valeo also developed a specific heating system for small electric vehicles. Leoni designed dedicated signal and power cables.

Lastly, Michelin contributed its experience with management systems for in-wheel motors operating at high speeds.

In the area of research, the IMS/LAPS labs in Bordeaux provided valuable insights into the dynamic behaviour of very small vehicles.



Ross Berghofer

THANKS GO TO Doug Smith and to Shannons for allowing us to meet at the auction showrooms for our October meeting. There was a slight hiccup – another car club was double booked – but Doug managed by placing that group near the entrance way so we did not disturb each other.

Arrangements for the Easter pageant at

From Paris to Kanangra Walls

Young are proceeding, and while the committee would like to see a faster pace, we are waiting on some costings from the local suppliers.

I am arranging a club outing in February next year to Kanangra Walls. I have not been there before and it will be nice to combine it with an overnight stay at Oberon and for a brief tour of the area.

I intend to visit the area in mid November and to recommend a motel to stay at. Some other adventures that are in the pipeline are a trip to Cameron Corner with Neville Summerill, a Blue Mountains to Lithgow tour organised by Bruce Knowling and a cinema visit to *Midnight in Paris* in which one of the stars of the movie is an old Pug.

The following is unashamedly taken from the Peugeot website <http://www.peugeot.com/en/news/2011/5/17/peugeot-partners-the-woody-allen-film-midnight-in-paris.aspx>

“The Peugeot 508 and 5008, as well as the 177 Torpedo and the Peugeot 401, accompany

the nocturnal adventures of the 1920 Peugeot Landaulet, the car starring in the Woody Allen film *Midnight in Paris*.

“The leading man in this film travels through time in a Landaulet 184 dating from 1920, which met the production’s requirement for a car boasting a driver’s compartment with convertible roof and a covered passenger compartment.

“The film also features a 177 Torpedo, a Peugeot 401 from 1934, and the interior of a Peugeot 404.

“Two Peugeot 508s also appear in the film shot in July 2010, one week after the release of the first official photos and well before the launch of the Marque’s new large touring car.

“A Peugeot 5008 also puts in an appearance in one of the film’s scenes. Finally, ten or so Peugeot cars were made available to the film’s production teams.”

In the meantime keep on Pugging on.

Dîner de Noël 26 November 2011

This is the final reminder for the club’s end of year dinner, or diner noel, at Oatlands House. In case you missed it last month, here is a repeat of the invitation to club members and their family.

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 Noel.

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 tel 9456 1697 or email 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, BSB number 082-352 account number 03583-8284 and then send an email to to inform the treasurer of the deposit and its purpose at renewals@peugeotclub.asn.au. The balance is due at the dinner.

Meet there at about 7:00 pm.



November guest speaker

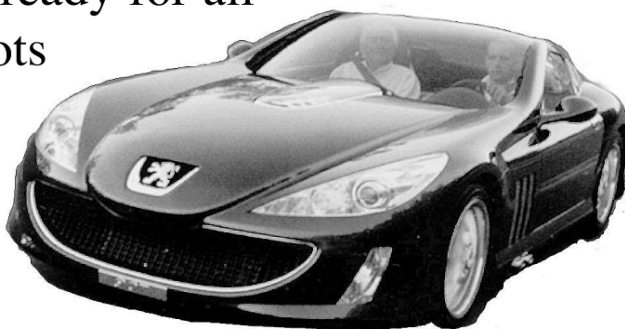
AT OUR November club meeting we will welcome Roy de Visser.

Roy has made the club’s trophies over the past many years – both for All French Car Day and for the Pugilist of the Year awards.

I provide Roy with an idea and he turns it into reality. Roy will bring with him some of his other trophies, inventions and designs.

If you like something that you see, he will take an order. Visit Roy’s website at <http://www.thetrophystore.com.au>

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Vested interest

Ted de Lissa

At last month's meeting at Shannons, Brian Jubb brought along a jacket that the Victorian club has produced.

The Peugeot jacket shown in the photo is the best quality I have seen, and is the best value for money I have encountered.

They are fleecy lined with a hood and have internal and external pockets. The outside material is water resistant. The hood zips off if not required as do the sleeves, which converts it into a vest.

They are available in M, L, XL & 2XL sizes and sell for \$70.00. The Club will not carry stock of these jackets but will place orders on request.

As the December Meeting is planned to be held at Trivetts, the November Meeting will be your last chance to purchase Xmas gifts.

I have restocked a limited number of the ceramic coffee mugs and have ample stock of the thermal mugs.

The Club polo shirts would also make a great gift. Caps, beanies, and sloppy joes, plus much more are on offer.



OASIS report

Ted de Lissa

The October OASIS Run to the Australian Aviation Museum at Bankstown Airport was attended by 32 members and was a great success.

The President of the Museum, Barry Matthews, whose knowledge was outstanding, conducted the tour of the facility.

Every one enjoyed the tour, including inspections of the aircraft parked on the apron.

The Museum has been notified that it will move to new premises at Camden Airport in the next twelve months.

Meanwhile, I can recommend a visit. The Museum is open on Saturdays, Sundays and Wednesdays and at \$8 admission it is a bargain. Visit their website at www.aamb.com.au.

Lunch was at Georges on Kelso Bistro at Panania Diggers RSL Club.

The OASIS Run on 8 November is to the Care Flight Helicopter Operations Base.

Situated at Northmead, the base promises to be a very interesting outing.

We will have a guided tour of about one hour and follow on to lunch at the Rose Hill Bowling Club.

Unfortunately, the Base cannot ensure a helicopter will be available due to the unknown requirements of the service — however, the tour will be most informative.

Meet at McDonald's — cnr of Brians & Redbank Roads, Northmead at 9.30am.

Indy karts for the family

Helen Louran

Saturday, 19 November

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

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

Kids from 11 yrs old are welcome and the karts can support a driver of up to 125kg.

As mentioned in previous articles, spectators are free — so bring along your friends and

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 "Indy Karts" 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 "Indy Karts". If you don't, neither our long-suffering Treasurer or 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.

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



family as well.

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 have been asking for deposits of \$25.00 as of last month and now the event is open to others if we need to get the numbers.

Final payment of \$50.00 by 1 November please.

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

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

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

Club diary

Wednesday, 2 November

Club Meeting, Five Dock. 8pm sharp.

Saturday, 5 November

Canberra French Car Day, 2:30-7pm, Telopea.

Tuesday, 8 November

OASIS Run to Northmead CareFlight Base

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.

Ross Berghofer

TO KICK START the 2012 club year, I am arranging a trip to Kanangra Walls. I have not been there, but I have heard about its spectacular sandstone outcrop and equally spectacular views.

I have in mind the weekend of 18 and 19 February 2012. The way to get there is via a loop road from Jenolan caves to Edith and Oberon. Off the loop road, where Edith Road and Jenolan Caves meet, is a 30km dirt road to Kanangra Walls.

We'll meet at that junction at 11:00 am and drive to Kanangra Walls, where we can do some walking and then have lunch and then do some more walking.

You can either go home afterwards or stay overnight in Oberon to do some local touring or visit Jenolan caves.

For an idea of the area, visit Google Maps and search for Kanangra Walls Road, Mount Werong.

www.maps.google.com



2012 Easter Pageant



Pageant Pugs: 2003 event in Young

Ross Berghofer

OUR CLUB WILL host the 2012 Peugeot Easter Pageant at Young and some have already booked their accommodation. We intend to produce a registration form

fairly soon, but before we can do that, we are waiting on costs from a restaurant and the proposed motorkhana grounds and a couple of other costings.

The program for the weekend will be something like as follows. Friday arrive and dinner at a venue of your choice, but we recommend the services club. Saturday morning a lion-up at the visitor centre and Saturday afternoon yet to be arranged but hopefully a motorkhana and sporting events.

good restaurant.

Monday morning a farewell breakfast at a great spot.

There are lot of fantastic venues for shopping and souvenirs to fill in spare time and it is promising to be an excellent weekend.





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Sydney's Backyard in six days — part 1

Bruce Knowing

CARS WILL NEED good clearance on some short, testing adventure sections e.g. Terrace Falls Track. For anyone not wanting to take the risks on the adventure sections, there are detours planned so that it will not exclude participants from the rest of the trip.

Good tyres are essential, and light truck tyres will be preferable, being less prone to damage. A large portion of the trip will be on narrow dirt, sand and clay roads, extreme care is better than a breakage, accident or rescue.

There is some advice about not driving on clay roads in the wet, that should not stop us, but it could slow us down.

The camping will sometimes be bush camping; all camp spots are well used and will have at the least long drop toilets, as far as I know now.

Locations for breaks and meals will not always have toilet or water facilities. We will be carrying a “porta-loo”, which can be made available.

We will need to be careful about camp fires, please check before lighting one. Warm clothing is essential for the mountain sections.

Driving times provided are an estimate only, using Google Maps. There are other estimates that suggest an even slower pace on the unsealed sections.

In my experience the times on bitumen are calculated at a determined clip, and maybe a

bit short for our purposes. The times on the dirt roads are often so slow as to be ridiculous.

There will be plenty of time for breaks, including for unscheduled ones

Please bring CB radios if you have them.

I'd love to know of any expressions of interest for this trip, so please contact me on 02 4739 8372 or via email: brucek@jista.com.au

Part 2 of Sydney's Backyard is planned for Spring 2012 or March 2013).

We will visit St Albans Common, Yengo National Park, Rosemount Winery, Goulburn River Valley, Dunns' Swamp, Glen Davis, Razorback, Turon Valley, Hartley, Megalong Valley, Katoomba, Terrace Falls Track, Red Hands Cave.

The journey & the destination 5-10 March 2012

	Driving Route	Time	Distance	Accommodation
Day 1	The Oaks to Wombeyan Caves. Leave from The Oaks (John St & Mary St playground), Burratorang Lookout, Thirlmere Lakes, Hilltop, Mittagong, Wollondilly Lookout, Figtree Cave.	4 hrs	158km	Wombeyan Caves: Cottage, Cabin, Camping (Wheelchair Accessible)
Day 2	Wombeyan Caves to Yerranderie. Taralga, Jerrong Rd, Mt Werong Camp, Ruby Creek Mine, Batsh Camp, Bindook.	5 hrs	147km	Yerranderie: Camping
Day 3	Yerranderie to Jenolan Caves. Ginkin, Bicentennial National Trail, Boyd River, Kanangra Walls.	5 hrs	163km	Jenolan Caves: choice of three motels/ guest houses (no camping in vicinity)
Day 4	Jenolan Caves to Newnes. Lucas Cave Tour, Oberon, Honey Suckle creek, Tarana, Sodwalls, Lake Lyell, Rydal, Mt Lambie, Portland, Cullen Bullen, Lidsdale, Wolgan Valley.	3 hrs	177km	Newnes: Camping
Day 5	Newnes to Mt Wilson. Wolgan Valley, Blackfellows Hand Track, Newnes Plateau, Glow Worm Tunnel, Clarence, Zig Zig Railway, Bell, Mt Wilson, Mt Irvine, Bowens Creek Rd.	5 hrs	188km	Mt Wilson: Choice of Guest Houses, camping
Day 6	Mt Wilson to Windsor. Mt Tomah, Berambing, Bilpin, Mountain Lagoon, T3 Lookout 4wd?, Upper Colo, Wheeney Creek Camp Ground, Kurrajong Heights, Bellbird Lookout. Finish mid afternoon.	3 hrs	138km	

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 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 Puglist

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Other copy before then if possible.

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• Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 1 December.

Who are ya gonna call?

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Tops down and a drenched lass

Peter Wilson

AS THE WEATHER warms up, some folk begin preparing in earnest to enjoy the approaching summer.

What better way than with some top-down motoring, particularly these days when the hardtop can be dropped back into the boot?

In September, 58 people did something about it and took delivery of new Peugeot cabriolet coupés.

They chose 28 308 CCs – the best result for the model this year – and 30 207 CCs – the best tally for the model since 48 in February, according to official statistics.

It was a highlight of a quiet month for Peugeot sales in Australia. Things were also quiet for Renault and Citroën and such is the state of things that registrations of cars from France were only half of those from Spain.

Deliveries of 124 308s improved on the 101 in August, but were well down on the 151 in September last year and far below the model's potential to move by the hundreds each month.

Now that dealers are well stocked with the series II 308, Peugeot Automobiles Australia has begun a TV campaign to stimulate sales.

Different commercials will be shown to metropolitan and rural viewers, each tuned into the key demographic of each market.

As the principal city buyers of 308 are smart young women, Paris has provided an ad with fashion appeal.

"Rainy Evening", as it is called, is a far cry from all those everyday motoring commercials with cars zipping along roads and into the distance.

In this one, the Pug doesn't even move. The 30-second promo shows more of the owner, her eyeliner and her tall, tall stilettos than the car.

A very smartly dressed young woman is so much in love with her Peugeot 308 that she accepts being drenched as she walks through the rain without a Peugeot umbrella to get to her beloved car.

It's not in the humorous quirky Peugeot tradition, but it's different. Peugeot's events and promotion manager, Kirin Tipping, described the ad as a "conversation starter".

When the ad was shown in the UK, an auto blogger described the commercial, with a large stretch of a lad's imagination, "as the next best thing to a wet t-shirt contest".

Nevertheless, men are more likely to be buyers in the rural market and a more conservative ad, with the 308 headlights turning on at the snap of the fingers, is being shown there.

The VFACTS report shows new registration figures are down for most other models.

The 91 207s are 14 more than September last year, but the lowest figure this year. The

model has been doing well and the year-to-date of 1,050 units is 674 ahead of the same period last year.

As the new star of the range, the 508 sedan, continues to get good reviews, the stock shortage meant deliveries dwindled to only 20 units in September.

Peugeot reports good orders, particularly for the GT sedan, and the upside of the delay is that many buyers will get the colour and specification of their choice.

The 508 is in demand everywhere and the factory is geared up to ship a big boatload of them to arrive in November.

Twenty RCZs were sold.

Sixteen 3008s went on the road in September compared with 61 the previous September, but the year-to-date of 459 is ahead of 2010.

After three relatively busy months, Partner sales fell back to seven while another three Experts found buyers.

Interest in the 4007 was picking up after the earthquake gap. Thirty-one sold at the lower prices in September, compared with 19 last year.

The sports utility market has continued to roar along and was up 5.6 per cent in September.

Peugeot aims to have another slice of this action with the 4008, its version of Mitsubishi's ASX.

The ASX is doing nicely at ninth place this year in the compact SUV segment where it has 26 rivals, including the Outlander at sixth. Its 651 sales in September took its registrations this year to 4,626.

The other Mitsubishi with a Peugeot version, the electric i-MiEV, found eight

buyers in September.

The big bucks are in the luxury SUVs, which are up 20.5 per cent in sales this year, a trend which has hit demand for big luxury sedans.

Back to the French:

Renault with 304 registrations had another big month, up 100 on the previous September, though not as big as its August. The Megane continued to have big appeal, with 146 sales, plus 49 Megane Sports and nine convertibles. The Fluence slipped back to 24.

Citroën, at 140 registrations, was down slightly, with 69 C4s leading its sales.

The Australian market, at 86,819 sales, seemed to be up 2 per cent in September, but part of the rise was from delayed deliveries of market leader Toyota's Landcruiser, Hilux and Hiace. The pecking order was Toyota (13,378), Holden (11,009), Ford (8,161), Hyundai (7,508) and Mazda (6,837).

The Toyota Corolla (3,766) beat the Holden Commodore (3,712) as the most popular car, but good news for the local industry was the rising star of Holden's Cruze (3,117).

<http://www.automotovideo.tv/tv-ad/peugeot-308-uk-commercial>



2011 Peugeot Sales

Model	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	YTD
207	116	110	148	107	94	129	123	132	91	1050
207 CC	21	48	21	23	18	25	10	14	30	210
308	76	113	160	141	164	331	131	101	124	1341
308 CC	16	17	14	18	7	9	6	12	28	127
3008	38	84	65	60	96	33	46	21	16	459
RCZ	20	38	27	32	30	41	22	18	20	248
407	39	1	0	0	0	0	0	0	0	40
4007	7	36	95	60	37	6	1	25	31	298
508					15	9	45	54	20	143
Partner	7	3	8	8	17	20	14	20	7	104
Expert	2	0	7	5	3	4	3	5	3	32
Month	342	450	545	454	481	607	401	402	370	4052
2010	422	400	483	483	524	691	449	420	409	4281



Don Pearson

AFTER THE OCTOBER meeting, while travelling home to Newcastle, Grahame and I were talking about all the club runs coming up.

Most are dirt roads and camping, so it was decided that we should organise another Pugalong for next year.

Open to all cars, we would be using sealed roads and hard accommodation, along the lines of the previous Pugalongs that Roslyn and I have organised.

At this stage, (a long way out), we are thinking of Roxby Downs in South Australia, in November 2012. If this is the destination the round trip would be in the vicinity of 5,000km.

If you are interested or have any other ideas please contact me and we can discuss it.

bikecomm@bigpond.com.au
02 4946 7538
0419 126 704

Fuel needed on Forgotten Highway

Wal Glading

At last some blue skies here in Inglewood, New Zealand.

With all this brightness we have discovered Mount Egmont for the first time from our bedroom window. This imposing volcano with its customary cloud cap has been hidden for the last few days.

Yesterday we tried out the Forgotten Highway from Stanford [through the former communities of road and railway workers in the bushclad mountains of Taranaki to the centre of the North Island].

A great driving experience that we enjoyed until the sign said: "No fuel for 150km."

As the Corolla's fuel economy is an unknown to me and we had already lost three bars on its gauge, discretion was the better part of valour so we turned back and re-fuelled at Stanford.

The Corolla returned 6.51l/100km. It is a well-sorted car and has no vices that I know. It is also has the most road noise of any car in recent memory. Maybe it's the Yokohama tyres?

Fuel here is expensive — I paid \$2.09 a litre.

I have been reading Car and Driver and one of the columnists did a piece on Bernie F1

Ecclestone and some of his infamous quotes.

An hilarious one was: "Women should be dressed in white like all other domestic appliances."

Two more days then back to Oz.

• Wal and Pat Glading are on the final leg of a Canadian trip



Fellow Foodies: Wal Glading is on the left in this picture, with Ben Sturges at Ulverstone in 2010

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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.



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

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

Pugger Buggers Trip 2012

Neville Summerill

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to time, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommoda-

tion, as we may do some bush camps at some places.

The route may change due to road conditions.

I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs.

For more information, contact me on 02 6458 7208

No, it's not a Morris! A bunch of happy puggers pose at Pooncarie on Hank's 2003 Three Tracks Trip



Day	Route
Day 1	Turlee Station, Top Hut, Pooncarie, Willaba, Menindee
Day 2	Menindee, Copi Hollow, Balacka, Culpaulin, Wilcannia, Wilga, Budda, Tilpa, Kallarar Station
Day 3	Kallarar Station, Tilpa, Polocara, Norma Downs, Tongo, Perry, White Cliffs
Day 4	White Cliffs, Williams Peak, Cobham, Milparinka, Tibooburra
Day 5	Tibooburra, Mount Wood, Gorge Loop Rd, Olive Downs, Fort Grey, Cameron Corner
Day 6	Cameron Corner, back track to Fort Grey, Waka, Tibooburra
Day 7	Tibooburra, back track to Milparinka, Thelddarpa, Winnathee, Smithville House, Pine View
Day 8	Pine View, Lynray, Kantappa, Silverton, Broken Hill
Day 9	Broen Hill, Menindee, Big Amp, Hazel Dell, Lochnager, Ivanhoe
Day 10	Ivanhoe, Clare, Hatfield, Penarie, Oxley, Maude, Hay – Finish.



Saturday lionup: When the 203s gathered for a photo shoot, organiser Jim Kearns was apprehensive about his car being in the no standing zone. They had a traffic controller in retired police officer Rob Priestly to make things look semi-official, but John Williams noted all the cars were parked illegally.

Jim Kearns

THE ELDERS INTERNET weather report was predicting a 90 per cent chance of 10-20mm rain for the Saturday and Sunday of our third Oh 3 weekend, which may have put a few people off, and my wife Marie had bought three DVDs in case we were to be housebound.

Sandra Berghofer on Friday night at dinner said “Jim, don’t worry about it, I have not seen the Scottish or the Southern Highlands and I am going, rain, hail or shine”.

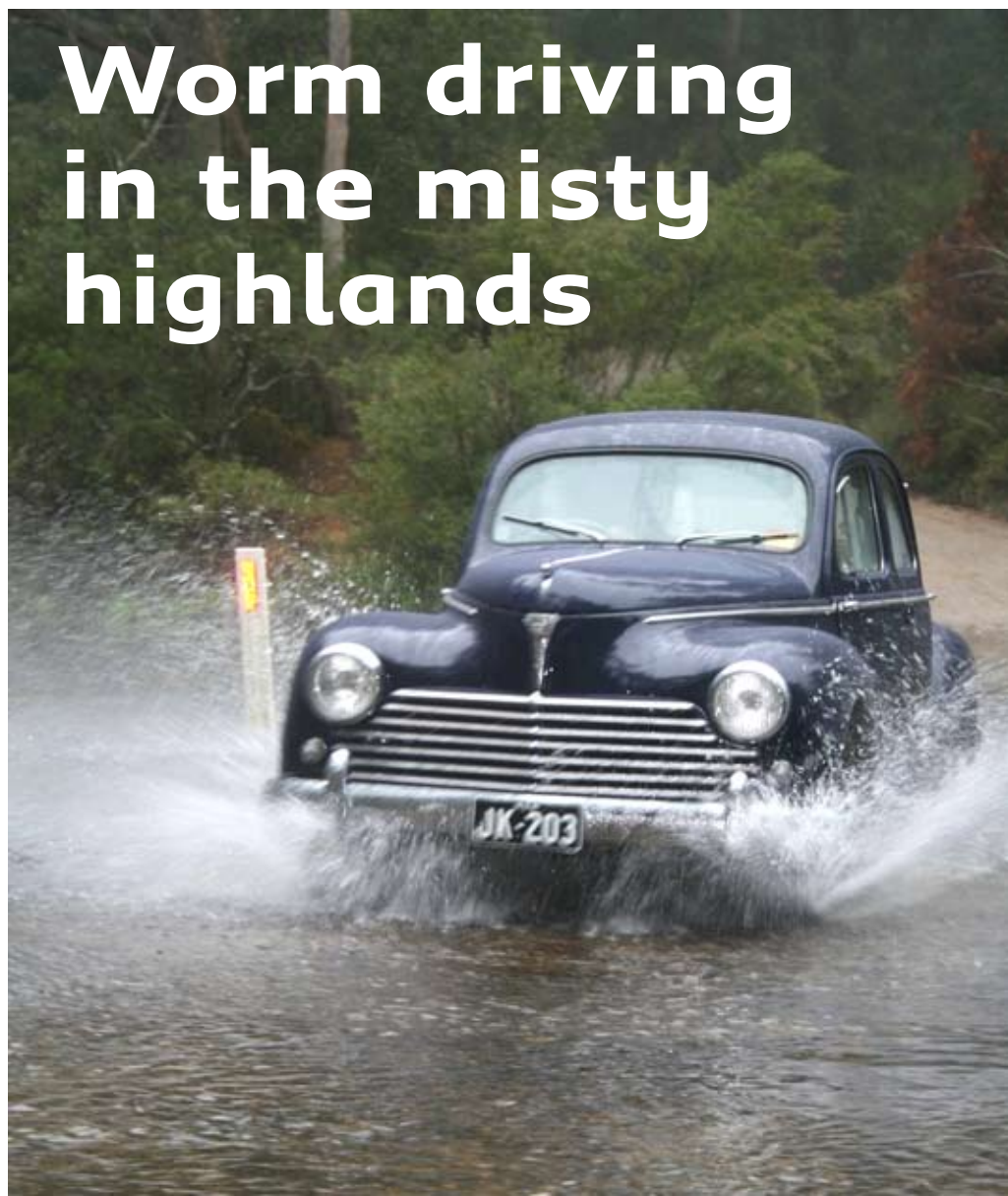
Anne Cosier, who has an unreliable windscreen wiper on her Peugeot 403, was well prepared and had bought two large Robertson potatoes which she cut in half to smear the windscreen with. She had most of us convinced that it works.

Sandra got her wish and although we did not see one ray of sunshine the whole weekend; the gods were with us and the Saturday drive through the picturesque Southern Highlands mountains was a perfect Scottish mist. We drove in and out of the wet clouds and the scenery was breathtaking with a light misty drizzle providing an ethereal landscape.

We had a nice lunch at Robertson and were a little spoilt as Penny, the owner of the Three Creeks Restaurant, had owned a 403 as an 18-year-old girl, and a 404 after that; she was very impressed with Brian and Fay Jubb’s 403 station wagon.

Four cars returned to Bundanoon via another scenic route on some unsealed track traversing the top of Belmore Falls. The road was flooded and after us carefully driving through it, Leon de Waard turned back to repeat the crossing more aggressively. Kerry spent some time apologising for her husband’s splashing of the

Worm driving in the misty highlands



organiser's wife while she was taking photos.

Brian Jubb did the same, but with a 300 metre run-up and had his 403 revving in second gear to avoid any repeat of his Paddy's River fiasco.

There were no breakdowns although Rob and Ruth Oakman's 203 did an exhaust gasket when setting out from the base of the Blue Mountains. It was a strange sight to see Keith Bridge stretched out face up under the car assisting, while Rob worked away under the bonnet and Ruth handed the spanners to them.

Sandra announced the winner of the Oh3 Essay during Saturday dinner, a tie between Ann Cosier and Keith Bridge.

The Oh3 Questionnaire, which was something new, was enthusiastically performed by groups of four and the winners were Keith and Hilma Bridge and Rob and Carol Priestley with 13 correct answers to the 22 questions.

Sunday morning was wet but some of us had "Ladies Day" at Berrima with a coffee and scones and the credit cards were splashed around a bit.

Even at Berrima we did not need our umbrella, but between Berrima and Sydney we had 50 mm of rain.

When I was a student with a 1957 403, the driver's windscreen wiper flew off in such a rainfall and I have been only an intermittent user of the wipers in my 203 to avoid a similar event. However, I left the wipers on for the whole trip in the slow lane without incident but was overtaken by a 403 belonging to Robert and Enis Crosland that was keeping up with the traffic.

My mother suggested back then that I should use a potato. Talk about an old wives' tale!

I must now put down my pen and check out how the blow heater is drying out the 203.

Thanks to Berghofers, Marie and John Williams for the photos.

Special thanks to Sandra for work with the essays and Marie for work with the questionnaire.

On Monday morning Ross Berghofer sent



High and dry: Relaxing after a tough day driving over Fords



Bundanoon group: Maree Kearns is holding a perfectly formed red camelia japonica flower that Jim picked from the rear of the hotel when he, Graeme and I went in search of a giant rhododendrum tree. Enas Crossland offered to remove her red jacket but I asked her to stand front and centre as a focal point. Instead Maree found herself in the centre and effectively holding the red camelia flower that is exactly the centre. On her left in the photo four 203 owners are standing together, by chance. We found that the inclement weather prohibited an all car photo, so the group was proposed instead. Everyone was checking out and Jim found himself collecting us to be out the front. He asked me to compose the photo. Andrew, the hotel manager, took the shot.

Photo: John Williams



an email:

"Hi Jim, thanks again for a great weekend. My 505 wagon went perfectly until I got to the driveway at home when something went bang with the power steering and there was red oil in the gutter. Better that this happened at home than somewhere in the bush."



Keith Bridge and Hilma Bridge

My first sighting of a 203 was in late 1949 at Moruya on the south coast of New South Wales. My father, Keith Snr, owned a motor garage then named "Bridge Motors".

He was selling agent for Austin and Dodge cars. He had just returned from Sydney with a new, what were thought to be a Dodge, car.

Dad explained "it is not a small Dodge, it is a Peugeot 203 built in France"; the Dodge and 203 were of similar profile at that time.

For me it was love at first sight, but the locals were a bit sceptical — you know if it isn't North American or British it is not worth a second look; and anyhow what would the French know about building cars?

It took quite a while to sell this first 203 but Dad managed to sell it to his friend, the local mayor: a popular local who seemed to convince the locals the Peugeot must be OK. From then on Dad was able to sell all the 203s he could get.

New cars were scarce at that time. What impressed most was the ride and handling, the overdrive top gear was great for country roads and compared with all other makes it was dustproof — there were not many sealed roads around Moruya at that time.

I purchased my first 203 — a 1954 "ute" or light lorry as it stated on the brochure. I had it for 12½ years.

In total, I have had nine 203s, two were parts cars and the rest were registered and well used. I still have three 203s: the 1950 model with the bob tail since 1962, the 1954 has been in the family since 1957 and 1952 "UTE 203" since 1995.

Since buying my first 203 I have always had at least one on the road or stored in the shed and really it should be "we" since the first one as Hilma was and is half owner of all the 203s, the bob tail was her first car. My only regret is selling the 1952 lovely cream concourse car.



Winning entries in the Oh3 essay competition

Anne Cosier

I became aware of the Peugeot 403 in about 1972 when my brother Allan first got one, which was his first Peugeot. Then the following year he became a foundation member of the re-formed Peugeot Car Club of New South Wales. I used to go to club meetings in his 403 and grew to love them. In about 1973 or 1974, I decided to get one of my own. I paid \$40 for my first 403. It had done only 40,000 miles and the interior was immaculate. Unfortunately, it had been written off by having a soft drink delivery truck having a serious coming together with the front of the car in Lindfield. Maybe this is why it was so cheap! It was a pale grey 1962 403B. Allan and I bought another 403 which we took to a panel beater at Hornsby who did a remarkable job with a "cut and shunt" at the firewall. I remember that the bill for this surgery was \$70.

After the new front car had a spray paint, it was as good as new and gave me about five years of very reliable motoring. Unfortunately, it was sold for \$750 to enable me to get my first 504.

I was a regular club entrant at lap dashes at Amaroo Park and Oran Park. The Peugeot Car Club was one of five clubs that joined together to enable sporting events for their members, in what was known as the Penta Club. Each club hosted a round at Oran Park, Amaroo Park main circuit, Amaroo dirt circuit, Amaroo hill climb, and Silverdale hill climb. The participating clubs were Peugeot, Fiat, Bellet, Mazda and I think Isuzu, or was it Honda? Our friendship with the Fiat club lasted for many years, including with the secretary, one Wal Glading. We

used to have an annual fancy dress ball with the Fiat club, which was a fun night, affectionately known as the Wog and Frog Ball.

One fond 403 and club memory was participating at a driver training day at Amaroo Park main circuit where I found my instructor to be one Peter Brock. He had to do a lap in my car telling me how to best tackle corners, followed by me taking him for a lap. I don't think he learnt much from my driven lap.

My love of 403s grew while I had mine, as Allan and I used to buy one on some Saturdays, polish it, change the spark plugs, and sell it the following weekend for a handsome profit, or so I thought being so young. Several were purchased from quite long distances away and had to be towed home by Allan's 403. Needless to say, they were not going, but a bit of TLC and a wash would assist turning even these into a profit.

My recollections of driving my 403 as my everyday transport bring back memories of reliability, nice to drive and cheap to run.

While I had my 504, the passion for 403s was simmering inside me, which led me to getting my current car from an old couple at Coogee in 1987. The gentleman had a stroke and was finding it difficult to get in and out of the 403. Unfortunately, being a Coogee car, and despite it being garaged, it had rust in both sills and starting to go up the front pillar. This car had only 35,000 original miles on it. After a bit of TLC to the rust, motor, chrome work, paint work and a new laminated windscreen, I am hoping to get a long and happy life from this great example of a great Peugeot model.

Vive la 403. Oh what a Peugeot!

Oh 3 Questionnaire

1. What was the name of the steam car that Armand Peugeot and Leon Serpollet exhibited at the 1889 Universal Exhibition?
 - (a) Serpollet Peugeot Type 1
 - (b) Type 1
 - (c) Peugeot Type 1
 - (d) Serpollet Type 1
2. Who is generally accepted as having invented the first internal combustion engine in 1885?
3. Who in 1885 is generally accepted as having built the first automobile using an internal combustion engine?
4. Which French car company had the sole rights to the Daimler engine in France in 1889?
5. In November 1889 in Valentigney in France, three men made an agreement that Panhard & Levassor would provide Daimler engines manufactured under licence and Peugeot would fit them to cycle cars thereby laying the foundation of Peugeot becoming the first manufacturer of petrol driven internal combustion engine automobiles in the world. Who were the men?
 - (a) Gottlieb Daimler, Armand Peugeot, Eugene Peugeot.
 - (b) Emile Levassor, Eugene Peugeot, Gottlieb Daimler.
 - (c) Emile Levassor, Gottlieb Daimler, Armand Peugeot.
 - (d) Albert De Dion, Gottlieb Daimler, Armand Peugeot.
6. In what year did the Societe Anonyme des Automobiles et Cycles Peugeot split into two distinct entities, Automobile Peugeot and Cycles Peugeot?
 - (a) 1916
 - (b) 1926
 - (c) 1936
 - (d) 1946
7. In 1913 who won the first held Indianapolis Grand Prix in a Peugeot?
 - (a) Jules Goux
 - (b) Georges Boillot
 - (c) Jacques Peugeot
 - (d) Ettore Bugatti
8. In what year did Armand Peugeot start installing his own two-cylinder engines into his cars exclusively?
 - (a) 1891
 - (b) 1893
 - (c) 1897
9. In 1916 which famous Peugeot driver died in a car race?
 - (a) Jules Goux
 - (b) Georges Boillot
 - (c) Jacques Peugeot
 - (d) Albert De Dion
10. On the night of 15-16 July 1943 the Sochaux Factory was bombed by which Air Force and why?
11. Who directed all Peugeot factories during WW2?
 - (a) Emile Darl'Mat
 - (b) Archibald Frazer Nash
 - (c) Ferdinand Porsche
 - (d) Robert Peugeot
12. Which company designed the 203 body?
13. Which company designed the 403 body?
14. What number was the winner in the 1953 Redex Trial?
15. Who were the drivers of the winning car in the 1953 Redex Trial?
16. In the 1953 Redex trial what happened to the leading 203 when crossing Paddys River with 100km to the finish and how did they rectify the problem?
17. How many 203s were in the 1953 Redex Trial and how many finished?
 - (a) 11 & 3 finished
 - (b) 11 & 5 finished
 - (c) 11 & 7 finished
 - (d) 11 & 9 finished
 - (e) 11 & 11 finished
18. Which Peugeot was first to have the "0" in the middle?
19. Which car company used the 0 in the middle and Peugeot successfully sued?
 - (a) BMW
 - (b) Fiat
 - (c) Porsche
 - (d) Alfa Romeo
 - (e) GM
20. The 203 was released in 1948 at which Motor Show?
 - (a) Geneva
 - (b) Paris
 - (c) London
21. The 403 began production in what year?
22. The 403 ceased production in what year?

How good are you at worming out the answers? Questions taken from The Peugeot Saga: Peugeot in Australia. The answers are at the back of the Pugilist.



Petit Le Mans

Mike Sulka

The 14th annual Petit Le Mans was a classic 1,000-mile endurance thriller and a more-than-worthy finale for the 2011 American Le Mans Series.

Peugeot Sport Total won its third straight Petit Le Mans after an intense battle with Audi Sport Team Joest as Franck Montagny, Stéphane Sarrazin and Alexander Wurz drove to victory.

AF Corse held off Flying Lizard Motorsports and BMW Motorsports for the GTE-Pro win at Road Atlanta in what served as the penultimate round of the Intercontinental Le Mans Cup. Tim Pappas and Black Swan Racing successfully defended their GT Challenge driver's championship while Eric Lux, Gunnar Jeannette and Ricardo Gonzalez had a three-way tie for the LMP Challenge driver's championship. CORE autosport earned its first LMPC team championship.

As expected, the LMP1 race began as a dogfight between Peugeot Sport Total and Audi Sport Team Joest. Marcel Fässler in the No. 1 Audi R18 took the lead briefly from the pole-winning No. 7 Peugeot 908 of Sébastien Bourdais, but Bourdais retook the race lead shortly before the first full-course yellow. The No. 7 Peugeot's bid for a Petit Le Mans win didn't go much farther, as the car lost drive and came to a halt early in the race's second hour. The team brought the car behind the wall for repairs but retired shortly thereafter.

With the No. 2 Audi of Tom Kristensen, Allan McNish and Dindo Capello also experiencing mechanical woes, it was up to the No. 1 Audi R18 of Fässler, Timo Bernhard

and Romain Dumas to chase down Montagny, Sarrazin and Wurz in the No. 8 Peugeot 908.

"We all knew it would be a difficult race with the pressure between the four cars and the Oreca (Peugeot)," Wurz said. "We knew the traffic would be a lot to deal with. I didn't think all four cars would be able to see the end. We took care of the car and the car was really good in traffic. We knew we could win if we did not make any mistakes."

An intense battle for the lead between Dumas and Montagny ended with three hours to go when the two touched at the entry to the long backstraight. The contact sent the Audi into the wall at Turn 8. From there it was clear sailing to the chequered flag for Peugeot.

"I was most of the time faster than the Audi so it was easy to pull away," Montagny said. "But we had a long yellow period. Then I got in traffic and Romain caught up to me. He tried to overtake me but I closed the door (at Turn 10). But later I opened my line to get around a GTC Porsche, and I took my line back into the left-hand corner. Romain took a jump into the hole that was only open for the Porsche. I was really sorry to have a fight like this and finish. We'd like to battle on the track. But we had a great race and had a good car."

The No. 10 Team Oreca-Matmut Peugeot 908 Hdi-FAP driven by Nicolas Lapierre, Nicolas Minassian and Marc Gené was second, followed by the No. 007 Aston Martin Racing



AMR Lola Coupe B09 60 of Adrian Fernandez, Stefan Mücke and Harold Primat.

The Petit Le Mans win clinched the LMP1 championship for Peugeot in the 2011 Intercontinental Le Mans Cup as well as the team title for Team Peugeot Total.

"It meant a lot to get the championship here," Sarrazin said. "The focus was to finish the race. Franck and Alex were very fast. Traffic was tough at the end.

"There were a lot of drivers lost on the track toward the end. I tried more to not touch cars during overtaking.

"The Audi team was really fast. It was a tough race. Our engineers did a great job this weekend and gave us a great car. It shows a good team. I'm happy for this win."

BMW Motorsports took the GTE-Pro lead from pole-sitter AF Corse early but a punctured tire for the No. 55 BMW M3 GT handed the lead back to AF Corse and the No. 51 Ferrari F458 Italia driven by Giancarlo Fisichella, Gianmaria Bruni and Pierre Kaffer. A quick pit stop for BMW allowed Joey Hand to briefly take the class lead, but Bruni retook the spot on a restart moments later. Fisichella brought the Ferrari home for the win.

"It was a very, very tough race," Bruni said. "With three hours to go, we were leading, very nice 30 seconds ahead of everybody. We got the safety car. We pit, when I came out he [Joey Hand] was ahead of me. At the green I made the move in Turn 1 and I started to turn away. Then we didn't change tires and they did. They started catching me; he was right on my rear bumper for 20-30 minutes. I just thought to be the best. I thought he'd have a drop in the tires, but the luck really came. I have to thank Michelin. We did 50 to 60 laps and we were still doing (1:20



Prix winner. "The BMW and Porsche had a bit of an advantage. They were 30 seconds behind me but with the safety car they were only a few seconds back. I was worried; one of the cars put a lot of oil down on the circuit. I knew I had to fight right to the end. I have to thank the team for the strategy and the mechanics. And thanks to Pierre, someone I've shared a car with this year, and Gianmaria who was able to keep the BMW behind him with the used tires."

"I have to say, Ferrari did a great job developing the 458," Kaffer said. "It's a different world comparing to the 430. It was the first race I've done in the 458 to support these guys. I really like the car. It did a fantastic job."

In classic GT fashion, Jörg Bergmeister spent every inch of the final lap around Road

while third place for BMW Motorsports was enough for BMW to earn its second consecutive GT car manufacturer's championship.

The No. 4 Corvette of Oliver Gavin, Jan Magnussen and Richard Westbrook finished fourth on the track, but first in the MICHELIN® GREEN X® Challenge for GT competitors. In the GT category, all the cars classified used E85 giving them good Clean scores, so the key to winning in this category was energy consumption (Efficiency) and race speed (Fast).

After the No. 26 Signatech Nissan Oreca 03-Nissan was forced to go behind the wall for repairs, LMP2 was dominated by Level 5 Motorsports. The No. 33 HPD ARX-01g driven by Scott Tucker, Christophe Bouchut and João Barbosa won by eight laps over the No. 22 United Autosports Oak Pescarolo driven by Zak Brown, Stefan Johansson and Mark Patterson, which also collected the prototype category MICHELIN GREEN X Challenge Award in its Series debut. It was also the first time an LMP2 car won the MGXC in 2011. United Autosport's score was the third best, but won because its two other competitors failed to meet the criteria to win. It the second win in as many races for Level 5's new HPD ARX-01g.

"We're really pleased with the performance of the Honda," Tucker said. "The competition was really tough today. We knew it'd be a really tough battle. We knew there'd be a lot of competition today and a big battle. We were fortunate because the car is just about six weeks old. It went through a six-hour race and a 10-hour race. We're really pleased with that."

"We knew coming into the weekend traffic would play a key role to the outcome of the race," Barbosa said. "We were lucky to have a big enough of a lead and manage traffic with the extra care and stay out of trouble. That's what we did after we got the lead, make no mistakes and manage our risks. The car performed perfectly for the whole nine-hour race. It's a great car."

"It's a really great car," Bouchut said. "(Level 5) showed in the past they are competitive at a really top level. For us, it is really for a strong surprise to start like this. We are running six hours without a problem and to come here and win LMP2. The car is very fast and very reliable."

— from PaddockTalk.com

Proud puggers: Sarrazin, Montagny & Wurz



laps. Then I left the car to Giancarlo."

"The last few laps especially, during the restart and the last few laps, I was very nervous," said Fisichella, a three-time F1 Grand

Atlanta sparing with Dirk Werner's No. 55 BMW. At the line it was Bergmeister in the No. 045 Flying Lizard Motorsports Porsche 911 GT3 RSR he shared with Patrick Long and Patrick Pilet by 0.182 seconds over Werner, who co-drives with Bill Auberlen and Augusto Farfus.

The runner-up finish for Flying Lizard enabled Michelin to claim the 2011 GT tire manufacturer's title,

Petit Le Mans 2011 Road Atlanta — final standings

1. Peugeot 908 Montagny/Sarrazin/Wurz, 394 laps
2. Peugeot 908 HDi FAP, Lapierre/Minassian/Gene, 389 laps
3. AMR/Lola Coupe B09, Fernandez/Primat/Mucke, 388 laps
4. Oak Pescarolo Judd, Premat/Yvon/Pla, 384 laps
5. Lola B10/60 Coupe, Belicchi/Prost/Jani, 381 laps
6. HPD ARX-01g, Tucker/Bouchut/Barbosa, 375 laps



The magnificent Glengallan Homestead

Warwick Downs Wander

Brian Jubb

WHAT A GREAT opportunity to meet up with the NE & NW Chapter and the Queensland PCC!

The starting point for the wander was historic Glengallan Homestead. We had driven up on the Friday from Sydney to join the group here on the outskirts of Warwick.

Before the scrumptious lunch we were given a very entertaining puppet show giving the history of the property followed by our tour of the homestead. Of course there was the mandatory photo shoot of the cars and participants, which was taken from the steps and verandahs of the partly restored mansion originally built in the 1840s.

After meandering across country for approximately 30km, the next port of call was the Clifton Historical Museum. I have never seen the Australian countryside looking so lush. Rolling plains of newly ploughed black soil, rippling wheat already knee high and bright yellow canola with green paddocks stocked with sheep and cattle.

At the Museum we were greeted by the volunteers who came in especially for our private tour. Country museums are unique in the way they represent their local lifestyle and activities of agriculture and this was one of the best I've seen.

Ted, who is near 80 years old and one of the volunteers, came to Clifton as a young telephone technician, met his wife and is still there.

I was chatting to Ted about his 1965 Holden Ute and it was revealed that it has 56,000 miles

on the clock. As I appeared interested in the ute, Ted insisted that I take it for a test drive around to his friend's place — who has 5 Citroëns, ranging from a Big 6 through to a C5.

Back at the Alexander Motel, 605 pre-dinner drinks were enjoyed prior to the first class meal in the restaurant.

Sunday was a Darling Downs exploration. We headed off for another scenic drive out through Gatton where flood damage is still very evident.

Arriving at the Lockyer Cultural Center, the home of the Queensland Transport Museum, we were welcomed with a morning tea of scones, jam & cream.

The ladies chose to visit the art gallery while the men visited the Transport Museum, featuring mainly vintage trucks which were paramount in the development of the country.

Our next stop was the Black Forest Hill

Cuckoo Clock Centre. Outside of Europe I doubt if there would be a cuckoo clock shop with such a number of clocks to choose from. A "quick look" took me nearly an hour.

Up the road we had lunch at another incredible place which had gourd plants painted up to resemble birds, plus three barns full of beads and dried flowers.

We ended up at Toowoomba to check out the views from the escarpment from various vantage points. We drove past the Peugeot wreckers on the outskirts of Toowoomba but were not allowed closer inspection.

Our last day, we drove out to Daggs Falls, a great photo opportunity if an unfortunate name. Then we moved on to Queen Mary Falls doing the full walking circuit.

After lunch at the historic township of Yangan, farewells were said and we started back down the New England Highway.

Special thanks to Richard and Kay Marken from the Queensland PCC. The whole experience had been so well organised and although busy we felt we had really seen this beautiful area.



Rod giving his 1896 Pug another Brighton run

Peter Wilson

AUSTRALIAN Rodney Anderson has entered his 1896 Peugeot vis-à-vis in this year's London to Brighton run next Sunday.

According to the entry lists, he will be running his Pug for the third successive year.

His start from No 4 position means his is the fourth oldest car in the 75th running of the event.

Organisers say it is the oldest car with a racing background and possibly the oldest racing Peugeot in private hands.

Nicknamed L'Arc en Ciel (Rainbow) the Peugeot was delivered to its first owner in Bordeaux on 24 January, 1896 and won the Bordeaux to Langon Essai (test) in April of that year and finished third in the Bordeaux-Agen-Bordeaux Course a month later.

It was equipped with a bigger version of the original two-cylinder Daimler-type engine rated at 3.75hp.

The car has a top speed of just 20 km/h, a far cry from the race cars of today but it was

winning races in France seven months before the original London to Brighton Run 112 years ago.

We learnt more about its background from a Polish website.

The first car in Warsaw was an identical Peugeot. Industrialist Stanislaw Grodzki drove it from Poland to take part in a rally from Paris to Dieppe in 1897, but with roads being what they were, could not get there in time.

In 1987, to commemorate 100 years of Polish motoring, the Warsaw Museum of Technology wanted to build an exact copy of the Grodzki car and approached major museums for technical information.

They found drawings without dimensions for an identical car that still existed.

The translation goes: "The vehicle was traced completely original, apparently never even restored or painted and thus exposed for several years in Europe's largest automobile museum in Mulhouse and then in Stuttgart, but now it is owned by a collector who lives in Australia – Mr Rodney C. Anderson. A little far away."



With his assistance, the museum built a replica and made a commemorative 20 km/h run.

According to the Louwman Museum in the Hague, which has an 1895 Type 9 that was bricked up in a chateau in France for 60 years until 1980, there are 16 extant units of this model, but few in running order. It has led the Brighton run several times since 1981.

In Britain, Sir David Solomons imported a Type 9 Peugeot in 1895 and held the world's first motor show on October 15 at Tumbridge Wells where he demonstrated its performance in front of 5,000 spectators.

On Sunday, three 1898 6hp Peugeots and a 1902 single-cylinder 5hp Peugeot will also take part in the Brighton run, which has attracted 500 entries of vehicles to 1904.

There are English, Belgian, Swiss and American veterans entered, but French makes dominate the list – names from that glorious past of handmade cars such as Clement, Clement-Panhard, Deauville, Georges Richard, Panhard Levassor and Renault.



IRC hits Hungary



SKODA Motorsport's Jan Kopecký won the 45. Canon Mecsek Rallye by the smallest margin in the history of the Intercontinental Rally Challenge after a dramatic final day of action. In an event marked by close battles throughout the field, Team Peugeot Belgium-Luxembourg's Thierry Neuville won the final stage but lost out to the Czech driver overall by just 0.8s.

Right up until the penultimate stage, this rally looked like it belonged to ŠKODA UK's Andreas Mikkelsen. The overnight leader started the day strongly, built an advantage with a commanding early stage win ("On the first stage this morning I was sleeping," Kopecký

said), then backed off too much on the first stage of the afternoon. With the pressure back on, 6.2km into SS13 Mikkelsen slid wide on gravel in a fast right-hand corner and the back of his car hit a tree. He was able to keep the heavily damaged Fabia S2000 moving until the next junction, where he was able to park it safely.

"We had the perfect weekend up until stage thirteen," he said. "We had led from the start, I was driving smart, Ola [Fløene] was doing an amazing job and the car was faultless. I'm so disappointed about what happened.

"Our rally came to an end on an uphill fast right-hand corner over a crest, and where it

tightened a little there was gravel all over the road. It was a repeat of a stage we'd done this morning, and the first time through there was no gravel. Even on the second run there was nothing on the road until that point. When we hit the gravel there was no grip at all and we slid off the road in sixth gear and hit a tree.

"We are getting so close to winning a rally now, it's just a shame we couldn't fulfil it here."

The battle for the lead between the ŠKODA team-mates wasn't the only story of the day. Peugeot's Thierry Neuville was third overnight and began the day within striking distance of the leader. There could be no question of team orders up front as Neuville racked up a succession of stage wins, and after Mikkelsen's retirement Neuville ended the penultimate stage 8.1s behind new leader Kopecký.

To close the gap over the remaining 17.7km would be a tall order, and so it proved. Neuville won the final stage convincingly but fell just short of overall victory, by 0.8s.

"We changed the set-up and the car felt much better, and I felt more confident," said Neuville. "I continued to push and push and we felt really good. We had just a little moment on the last stage today, Nicolas was maybe a little too late with the pace note, but we managed it and we could continue. Maybe we lost the rally there but yesterday I was not driving so good on a few stages, so it's hard to say."

Freddy Loix brought his BFO ŠKODA home third. Having shown speed on the opening day, he couldn't hit the same heights on the second.

"It's a combination of factors," he said. "The feeling of the car is better, I have a good

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feeling but I'm losing a few seconds here and there. I can see where I'm losing but I can't react for the stage after, so it's always the same silly mistakes.

"It's not a question of gravel on the road. If I feel well, like in the Barum Rally, gravel is no problem. It's more about being on the big attack and about confidence."

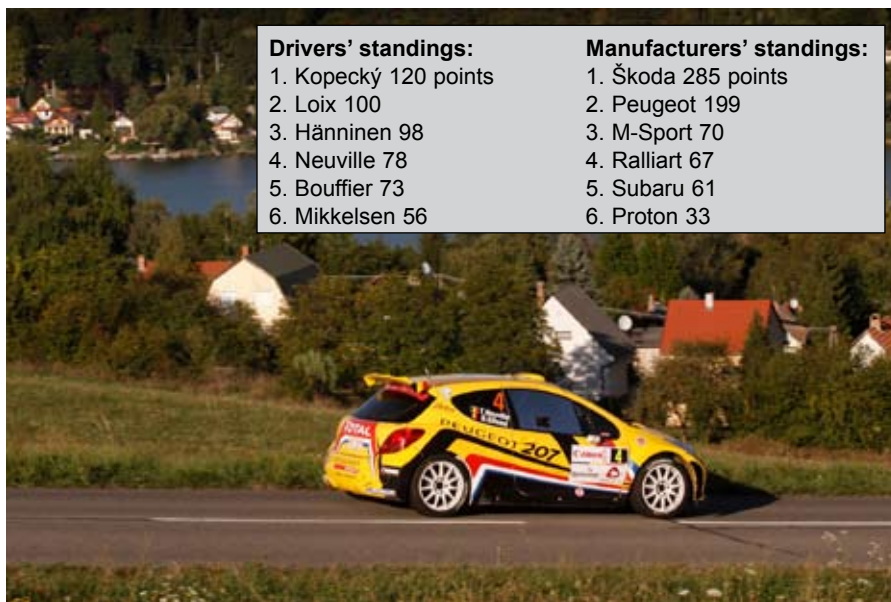
Confidence had been a problem for Peugeot France's Bryan Bouffier on the opening day as he struggled with set-up issues and lack of trust in the veracity of his pace notes. Today he was within the top five on every stage, but the overall gap to the leaders was too great for the Rallye Monte-Carlo winner to overcome.

"The car worked very well today," he said. "I had a better feeling and we took some points."

Fifth fell to Hermann Gassner Jnr in only his second asphalt rally in the Red Bull ŠKODA. Gassner improved continuously throughout the event, beginning just outside the top 10 and ultimately passing more experienced entrants on merit. By Sunday morning he was posting stage times well within the top 10, and was fourth quickest over the last two stages.

It was only on the penultimate stage that Gassner unseated local IRC Production Cup entrant György Aschenbrenner, who used his local knowledge to remarkable effect. Regularly setting top 10 stage times aboard his Ralliart Lancer Evolution IX, Aschenbrenner delighted the local fans and drew one of the biggest crowds in the service park.

Brake problems on the first day consigned Toni Gardemeister to the lower portion of the top 10, and his counter-attack this morning was hindered by a misfire on SS1. "It felt like



bad turbo lag," he said. "It would pause, there was nothing, then the power would come in. I stopped after the stage and went under the bonnet, played with some connections, but we had to look at it in the service park."

In the afternoon, though, the TGS Worldwide ŠKODA came on song and Gardemeister had no complaints.

"The car is working brilliantly," he said, "and we've learned a lot about this new rally."

Hungarian entrant Róbert Bútor finished eighth after a strong run, beating several IRC regulars in his Peugeot 207 S2000: "We are very happy. For us the Hungarian championship was the most important and in this we are second, so it's good."

Bruno Magalhães was ninth in the Peugeot Sport Portugal 207 S2000, having solved the set-up and gear ratio issues that hindered him on the first day.

"This rally was very tough," he said. "It was hard to run against local drivers – they were fast."

Beppo Harrach rounded out the top 10 in a Ralliart Lancer Evolution IX, though Karl Kruuda – who suffered a puncture in SS12 – was just 2.1s behind after the final stage.

"This result is much more than we expected before the rally," said Harrach. "To be able to fight with all the Super 2000 cars ahead of us – amazing!"

– from *IRCSeries.com*

2011 45. Canon Mecsek Rallye — final positions

1. Kopecký/Stary, Škoda Fabia S2000, 2h 00m 6.7s
- 2 Neuville/Gilsoul, Peugeot 207 S2000, +0.8s
- 3 Loix/Miclotte, Škoda Fabia S2000, +1m.00.0s
- 4 Bouffier/Panseri, Peugeot 207 S2000, +1m35.6s
- 5 Gassner Jnr/Gottschalk, Škoda Fabia S2000, +2m35.6s
- 6 Aschenbrenner/Zsuzsa, Ralliart Lancer Evo IX, 2m38.2s

Photos: Peugeot Sport





Granddad's 202 running again

Peter Wilson

WHEN MICHAEL Ison returned home to Newcastle from a trip to Bali last month he found a surprise in his driveway.

It was his granddad's car – his 50th birthday present from his wife and family – delivered on a truck by a mate two years after the party.

There, in its faded two-tone art deco glory, was the late George Gall's 1938 Peugeot 202 sedan.

The model is rare in Australia so when Sydney member Ron Gruber saw the Pug on a truck on the Pacific Highway near Wyong he began taking pictures with his Nokia N8 telephone from his semi-trailer cab.

Ron had a hunch the truck would stop at the next servo; it did and he followed it in to talk to the driver and to take more pictures.

After 16 years in the shed at Jaspers Brush and 12 years since its engine had been turned over, Ron had come across George's car being delivered for Michael to work on again.

Rowland Pym and Ian Robinson, who have both worked on 202s, recognised the car from an emailed photo and confirmed that it was George's, helping the task of tracking it down.

"I expect there will be a few problems," his father Ray told *The Pugilist* from the farm. "Michael is pretty handy with old cars so he should get it going."

Michael changed all the oils and the coolant at the farm. He put a new battery in and was delighted to see the electrical system still worked, the almost hidden radiator was intact and the engine would turn over.

When he tried to fire up the engine he had a distributor problem and the petrol pump would not work because, it turned out, the fuel tank was completely blocked. He dropped the tank so that he could work on it.

"It's been hard to get time to work on the car, what with work and everything else, but

now it's at home it will be easier," Michael said from his home in Hamilton South in late September.

"At this stage, I'm going to plod along. If I can get it running, I can get it in and out of the garage."

The 202, its two-tone paintwork now faded, will sit under a cover on the drive until he clears a garage that he describes as "chock-a-block with my woodworking projects".

George put Michael into his first Peugeot, a 403 and he progressed through the Peugeot models to a 404 and a 504 wagon before taking on other brands.

More recently he has had a 307 and a 207.

Michael was a teenager back in 1976 when he went with his grandfather to Liverpool where they pulled the abandoned Peugeot from a heap of blackberry bushes behind a private garage.

George had spotted the nose and the tell-tale waterfall grille of the almost covered car in the yard while driving through the suburb. About 45cm of the front was poking out through blackberries, weeds and honeysuckle vines.

He had been working on Peugeots for many years and recognised the 202 – the first he had sighted – from photos. The owner, he was happy to learn, was pleased to part with the car.

The original registration certificate was on the windscreen and indicated that it had not been driven for 27 years, George told *Restored Cars* magazine.

Unfortunately, the brakes had seized, the wheels would not turn and the car had to be manually heaved on to the trailer for the journey home.

Over the next two and a half years, Michael was helping as George gradually restored the car and got it running again. He was thorough and removed every nut and bolt. And everything he did, he noted in a book that Michael still possesses and checks.

Friends warned George, then aged 65, that he would never get parts for such an unusual model.

George had owned the Plymouth dealership at Berry from 1930 until about the 1950s and after that became an enthusiastic Peugeot salesman and mechanic.



Off to a new home: Ron Gruber spotted George's 202 on the Pacific Highway.



NSW approved: Postwar 202s had to have lights outside the grille. A flashback to Phillip Bromley's first Pug.

He simply wrote to Peugeot in France. In the first reply, he was asked to send a typed letter because no one could read his handwriting. After that, he was told any part he needed could be supplied, Michael said.

Michael remembers George writing the letters – he made five requests – and receiving parcels of every part he asked for directly by airmail three weeks later.

George told a reporter the cost, including airfreight and duty, was less than that of parts for a Holden. He also received his parts faster than for many comparatively new cars made in Australia.

George made wide inquiries, including through the clubs, but did not hear of another Peugeot 202 on the road in Australia. Later, he acquired parts from other cars and learned about club members recovering other abandoned 202s with hopes of restoring them.

On completion, the car was checked at a Motor Registry Office and the examiner said it was in better shape than some of the new cars he saw and checked, George noted.

Wherever George drove, people commented on his car and most said it was the first they had seen of that model.

“George said it was a 1938 model, but I’m not sure about that,” Michael said.

Researching Peugeots in the National Library’s digitised newspaper collection, historian Russell Hall had said on Aussiefrogs that he could find no evidence of 202s or 402s being marketed before World War II through newspaper advertisements.

Official statistics showed 75 French cars were imported in 1939, but did not indicate the makes.

However, George could have learned the

date when he supplied the chassis number to Paris and he told the Coastal Life Magazine that only 14 Peugeots of that prewar model were released in Australia.

Another 202 owner and restorer, Tony Smart of Brisbane, said someone – possibly George – told him that a batch of Peugeot 202s had been seized from a German ship in Sydney after the outbreak of war.

Were the cars on their way to South Africa where Peugeot had a market for right hand drive 202s and 402s? Was this a

chartered ship dropping cars off at French Pacific and Indian Ocean colonies on the way?

George’s 202 had hydraulic brakes, something Peugeot fitted only to its postwar 202s.

But George made some modifications to



Still a project: Tony Smart took his newly painted 202 shell to the Brisbane All French Car Day in 2001, but says he has not had the time to make further progress.

his project to update its specification and he could have fitted the superior brakes from a 203 or 403.

Michael said George made no mention of the brakes in the log of his work on the car and so perhaps a previous owner could have made the conversion.

George fitted 203 wheels because tyres for the original wheels were two or three times the price.

He had donor cars available and parts collected from all over at the big shed he built on the Ison property at Jaspers Brush, where he worked on his cars in his retirement and began building up a motoring museum of cars and memorabilia.

Michael remembers another trip to Norm Saville’s wrecking yard at Flemington.

George showed his restored 202 to club members gathered in Canberra for the first national Peugeot Pageant in Easter 1980 and proudly led the parade of 42 assembled Peugeots through the national capital to the top of Black Mountain.

For most, it was their first sighting of a 202 and the car was photographed and inspected with great interest.

After all his work, George enjoyed the respect and attention from the Peugeot enthusiasts.

Two months later the avid collector wrote in anguish to The Pugilist and asked why, of the hundreds of photographs taken, one picture had been printed in reverse so the grille number read SOS instead of 202 and another picture showed the behinds of the people looking at it instead of a clear image of his car.

After a while, George let the registration lapse because it cost too much to drive a few kilometres a year and he didn’t want the restricted use of club plates.

George died at the age of 84 in April 2005. Later, a clearing sale was arranged to empty the shed and yard, and the local tow truck operator was busy collecting unwanted Peugeots from around the district to drag to Jaspers Brush and add to the sale.

A huge crowd gathered for the auction.

When the 202 was passed in – I think for about \$6,000 – the car went back into the shed until the family decided Michael should have it.

Late last month Michael said he had got the 202 running and had taken it for a ride around the block. “She was a bit lumpy and bumpy,” he reported.

He has been working enthusiastically on it and has made good progress. He credits George’s thoroughness in his restoration for giving him “a head start” in his work.

He found his new coil was faulty and when he fitted its replacement, the car started straight away.

He has replaced the radiator hoses, bought new tyres and tubes at a high cost, has fitted a new exhaust system made up and is working on the brakes – the wheel cylinders are in good nick and he is having new hoses made up locally.

“It’s a very simple car to work on,” he said. “I counted. There are only 28 parts in the brake system.”

The seats are good but the car will need new carpets. Later he may respray it.

Meanwhile, there is the registration question of whether the lights in the original position behind the grille will be accepted in a historic car.

The NSW RTA insisted that postwar 202s had headlights outside the grille to outline the shape of the car.

However, George registered his car with the original lights in 1980 and the club’s historic registrar, Ian Robinson, said he would have no problem with them for historic plates.



Graeme Cosier supplied this photo of George’s 202 at the first Peugeot Pageant in Canberra in 1980.

Nostalgic touch

It's many years since Flash Flanagan owned only Peugeot 203s. He has come right up-to-date with a test drive of a Peugeot 508, deciding it addressed what he perceived as the shortcomings in his 407 and it handled better.

However, he prefers his V6. The surprise was that the 508 had push-button start and stop. He had that feature in the rare vintage Peugeot 175 torpedo sports that he owned until it went back to France in 2009.



There's nothing like a test drive to corner a Peugeot sale. Victorian Russell Hall says his brother introduced a fellow named Garry Harrowfield to Peugeots many years ago by a spirited display in the family 403. Both owned MGAs at the time. Garry returned quite pale because Russell's brother had a party trick of throwing the 403 at corners at suicidal speed and of course it could go around. Garry later had the Peugeot dealership in Ballarat and possibly went on to rally 504s

Tempted — but not quite

That RCZ at the September club meeting went back to the showroom. The member said he was attempting to lease one, but that did not happen. He is still with Peugeot No 30 after 30 years with the club – a 308 CC.

Just ask a chemist

Every Peugeot workshop should have a rectal syringe. They are just so handy. Steve Palocz put us on to them. He gets the syringes from the chemist and uses them to remove brake fluid. He reckons "they are great for getting into tight places. And they don't spill a drop. No need to wipe up. Brake fluid of course".

Old 405 magic

In the Queensland club's recent economy run, winners Ross and Shelley Cope in their 405 turbodiesel achieved 2.796 litres/100km, or in old money 100 mpg, way ahead of a 308 HDi wagon (4.528 l/100km) and a well laded 308 HDi sedan (5.141 l/100km). A nice result for a 20th century car and its driver.

A tall order

Back in his Midnight Oil days, when politician Peter Garrett was shopping for wheels, he found he was too tall to fit in a Peugeot 405 wagon and bought a Volvo wagon instead.



Wired up

It was lucky for Ron Gruber that he mentioned to Colin Handley during the Easter Pageant in Canberra that he was looking for a wiring harness for his Peugeot 203 project.

Ron's idea was to adapt one from a Peugeot 504 if he could get one from a wreck. Colin had a better idea. He had a spare 203 harness hanging up in his workshop and used it as a pattern to make one up for Ron.



The wife heard

Florida Peugeot owner Steve Quilty was loading his wife's new bicycle on the rack on his Peugeot 405 when a man stopped to admire the car.

"I have been in the US several years and this is the first Peugeot car I have seen," he said, with a Spanish accent. "In Europe they are all over."

He asked if it was diesel or petrol. It's petrol.

Steve said: "My wife has been wanting me to get rid of the car, but as I get into the car where she is waiting, I asked if she heard the exchange, and she had, with a sigh of resignation in her voice, knowing I was now emotionally charged for at least another 20,000 or more miles."

First look: Peugeot's ready-made RAV4 rival

Marton Pettendy

PEUGEOT says Australia will be among the world's first markets to receive its first city SUV when the French brand's all-new 4008 goes on sale here by mid-2012, within months of its global public debut at the Geneva motor show in March.

Revealed simultaneously alongside sister brand Citroen's closely related C4 Aircross, which will follow it into local showrooms late next year, the 4008 is the latest example of model sharing between PSA Peugeot Citroen and Mitsubishi.

Following on from the mid-size Outlander-based Peugeot 4007 (launched here in November 2009) and Citroen C-Crosser (not sold here), both the 4007 and C4 Aircross are based on the Japanese maker's small ASX crossover, from which they borrow their shortened GS Lancer and Outlander-based chassis, roof and doors.

Wrapped in otherwise all-new sheetmetal - including a unique C-pillar treatment, different tailgate and specific quarter panels - the new French crossovers are themselves distinguished by exclusive front and rear styling, including cleverly differentiated bumper, bonnet, grille, headlight and tail-light designs.

It is not yet clear whether both cars' distinctive family look continues inside with a redesigned cabin, but the 4008 and Aircross will be available in Europe with smaller PSA-sourced petrol and diesel engines alongside the ASX's larger 2.0-litre petrol and 1.8-litre turbo-diesel engines, which are most likely to become available in Australia.

Like the ASX, both French wagons will be available here in front-wheel drive and all-wheel drive configurations, joining the 4007 to give Peugeot full coverage of Australia's booming compact SUV segment, which is now the third-biggest new vehicle class after small and light cars and the third-fastest-growing following luxury SUVs and commercials.

In fact, SUV sales have boomed around the world since 2005, dominating the Russian market with a 20 per cent share and accounting for 10 per cent of the Chinese and Western European markets.

It is unlikely that prices of the Japanese-built 4008 will start as low as 2WD versions of other small soft-roaders like the Nissan Dualis (from \$24,990), the ASX (\$25,990), Kia Sportage (\$26,720) and Hyundai ix35 (\$26,990).

But the cheapest front-drive 2.0-litre petrol-powered 4008 should be in the vicinity of the sub-\$30,000 starting prices of mainstream 2WD Japanese compacts like the Nissan X-Trail (\$28,490), Toyota RAV4 and Outlander (both \$28,990).

The compact 4008 will therefore be the most affordable of three Peugeot crossovers, including the larger diesel-only 4007 mid-sizer - sales



of which are down more than 17 per cent this year, leading to price cuts of up to \$6500 in July, including a new \$34,990 starting price - and the 308 Touring-based 3008 wagon, which was released here in July 2010 and is priced from \$35,790 in diesel manual form.

Peugeot has promised the 3008 Hybrid4 will become its first (diesel-electric) hybrid model here when it also arrives in the second quarter of 2012 and, although the Mitsubishi i-MiEV-based Peugeot iOn (and Citroen's version, the C-Zero) is not for Oz, the 3008 hybrid could be followed in the third quarter of 2012 by a second Hybrid4 model - the high-riding 508 wagon-based RXH crossover.

The 4008 is expected to be a volume seller for Peugeot in Australia, where total SUV sales have accounted for almost a quarter of all new vehicle sales this year, making it a key model in the 201-year-old French brand's plan to increase local sales from 5600 last year to 6500 in 2011, 8500 in 2012 and, for the first time, 10,000 in 2013.

In the first eight months of this year, Peugeot sales were down 4.9 per cent at 3682.

More reinforcements will come later next year with the new 208 light hatch and 308 hatch-based 408 sedan, perhaps followed in 2013 by the new sub-light 108 hatch.

Peugeot's current 107 is produced in the Czech Republic alongside the Citroen C1 and the mechanically identical Toyota Aygo, but PSA is believed to be in talks with Mitsubishi about sharing the 'global small' Colt replace-

ment for its next city-car.

Like the C4 Aircross, the 4008 measures 4340mm long, 1800mm wide and 1630mm high, making it 345mm longer, 30mm wider and 15mm higher than the ASX, but still about 300mm shorter than the 4007.

Cargo capacity is 442 litres while the turning circle is a tight 10.6 metres.

Both new SUVs will also come with 18-inch alloy wheels, LED daytime-running lights, touchscreen satellite-navigation, a reversing camera, keyless entry/starting, USB/Bluetooth connectivity and a panoramic glass sunroof.

As with the Aircross, the 4008 will be available globally in both front-wheel drive and all-wheel drive configurations, with the choice of 1.6-litre and 2.0-litre petrol engines (producing 85kW/152Nm and 113kW/198Nm

respectively) and two turbo-diesels - an 82kW/280Nm 1.6-litre and a 110kW/300Nm 1.8-litre.

The most basic 2WD model matches 1.6 petrol power with a five-speed manual transmission and, although both diesel engines will be produced in 4x2 and 4x4 guises, they will be matched only with a six-speed manual.

While all three of these engines will be Euro 5 emissions-

compliant, outside Europe the 4008 will be sold with a Euro 4 113kW/198Nm 2.0-litre petrol engine with either a five-speed manual or continuously variable transmission. This variant will be 4x4-only in the 4008, but will also be offered as a 4x2 in the C4 Aircross.

As in the ASX, AWD versions will feature an electronically controlled part-time 4WD system with three selectable driving modes: 2WD, 4WD and Lock.

"Australians have very specific and wide-ranging demands for these vehicles and there are a couple of 4008 models under development that are spot-on for us," said Peugeot Automobiles Australia marketing manager Richard Grant.

"Now it's down to equipping these models suitably and negotiating the best possible prices for what is arguably the most competitive car market in the world.

"The 4008 - in both two-wheel-drive and four-wheel-drive - will complement the existing 3008 and 4007 perfectly in the Peugeot model range, and all three will be on sale side-by-side.

"The compact SUV segment is exciting and growing and the 4008 will considerably broaden our appeal across the market. It will be our compact SUV while 3008 is our luxury compact offering. For its part, the recently repositioned 4007 will appeal to buyers who need something a bit bigger, especially if they need to tow."

— from *GoAuto.com.au*

Michael Celebrates 26-Year Reunion — With His Old Racing Bike

Michael Gill is the proud owner of a bicycle. It's not new, and it's not flashy — in fact, right now, it's just a frame. But it's tied to Gill's past, when he rode the Peugeot bike for thousands of miles in the 1980s. That's when he had to part with the elite machine — until last month, when he found it again.

Back in the early 1980s, Gill trained on the Peugeot PX-10 and rode it in races. He calls it "my first serious racing bike." On it, he covered an average of 200-300 miles each week.

Writing on his blog, *Gyroscope That Takes You Places*, Gill says, "My training logs show I rode that bike more than 30,000 miles."

Gill's Peugeot was a close relative of the bikes ridden into history by cycling legends like France's Bernard Thevenet and Belgium's Eddy Merckx. And like those champions, he used "sew-up" tires — where the tread is basically sewn around an inner tube, and then the whole thing is glued directly onto the rim.

"I joined a racing team, the Cleveland Wheelmen," he writes. The team traveled to cities from Detroit, Mich., to Buffalo, N.Y., to compete. "One year I got some black alphabet decals," he says, "and put CLEVELAND on the front of each of my fork blades."

Gill still lives in Cleveland. And for most of the past decade, he's ridden bikes almost exclusively for commuting. But, he says, "a few years ago I took up the habit of prowling Craigslist to find old bikes that awaken the joy that old Peugeot and a few other bikes had kindled in me."

For Gill, a listing for two "high-end" Peugeot frames from the 1970s piqued his interest. That led him to visit Cleveland's Blazing Saddles Cyclery, a shop housed in a converted laundry building, in September.

When he looked at the two frames on the shop's counter, Gill says, he knew one of them was simply the wrong size. But the other frame was exactly his size — and it was

the same color and model as his old racing bike. Looking at the bike's fork, leading down to its front axle, he could make out decals — letters, to be exact:

Those flaking decals on the front of each fork blade were the remains of what I had put there almost 30 years earlier: black helvetica letters spelling out CLEVELAND.

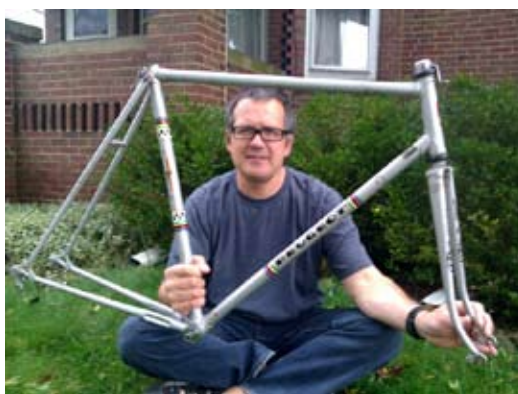
This was my bicycle. Not just the same make, model, year, size, and color but the very same bike I had pedaled all those miles. Those Cleveland decals were proof as good as a notary stamp.

Gill, who's now 47, was holding the bike that he'd last laid hands on as a 21-year-old.

After "prowling" for-sale ads for years, Gill found the same bike he'd sold long ago.

Explaining why he sold it in the first place, Gill said in an email, "I had bought a new fine racing bike — a Colnago Super, made in Italy. I was in college. Headed to graduate school. Needed the money. I think I sold it for \$100."

Describing his find on his blog, Gill titled the post "My mid-life crisis rides an old French bike." And he says that when he finally found the bike, buying he Peugeot (again) was nearly automatic:



Michael Gill was 21 when he sold his Peugeot racing bike in 1985.



Since I sold this bike, Ronald Reagan completed his presidency. So did George H.W. Bush, Bill Clinton, and George W. Bush. Now Barack Obama is in the White House, and nearly 30 years after the last time I saw my bike — I had the chance to buy it back. I paid the asking price, without even an attempt to bargain down.

For people who have aged into their 30s and beyond, it's not unusual to look back at one's early 20s with tinges of regret — either for things we've lost, or perhaps just a yearning for creak-free joints and bottomless energy.

But it wasn't simply nostalgia that made Gill go looking for his old bike. Instead, it was the news that the bike he'd gotten after the Peugeot, the Colnago, had been utterly destroyed.

After riding it for years, Gill had given it away. And a few years later, he says, "the guy I gave it to left it locked on the street, where it got completely wrecked — violently bent around the pole it was locked to. I think the tragedy of that damage to a fine, handmade thing is what rekindled my interest in riding fast, and in those classic old racing bikes."

Describing his feelings for those bikes on his blog, Gill writes, "It's one thing simply to own a beautiful, hand crafted object, but it's quite another to ride it, feeling the way it transmits the road to your muscles, the way it responds when you jump."

I asked Gill if he's thinking about maybe restoring the Peugeot, and entering it in a masters race.

"I haven't raced in decades, but I did recently start pushing myself to ride faster, cycling exclusively for the joy of it," he says. "I don't expect to race again, but I do plan to take my Peugeot out on some long fast rides. Fast from the perspective of a middle aged guy who spends a lot of time at a desk."

On Gill's blog, his readers are debating what he should do with the bike — many want him to keep the frame in its current condition, wearing its patina and chipped paint like a badge of honour. But he's leaning toward a new coat of paint — along with new decals.

Some of them will replicate the original Peugeot styling. Others will be more basic — thick, black letters that spell "CLEVELAND."

"I want it to look nice so that eventually my wife will let me hang it in the living room when I'm not riding it," he says.

And in terms of long-range plans, Gill says, "I have a plan to ride all the way around Lake Erie someday. Maybe I'll do that on the Peugeot."

— from NPR.org



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See the saving: Peugeot's terrific tech twist

There's a great twist in Peugeot's stop/start fuel saving technology; you get to see exactly what it's saving you.

The dash display includes a timer that keeps track of how long the engine is stopped on each journey. The results can be truly surprising. It makes you want to achieve better and better results each drive.

For example, on her 70-minute peak-hour commute between the office at Homebush and her home on Sydney's northern beaches, Peugeot's own Kirin Tipping regularly records about 15 minutes with the engine stopped.

"That's more than 20 per cent of journey time, a full quarter hour that the car is stationary and doing nothing," she said. "In a regular car the engine would be idling uselessly, using fuel and creating emissions for no result. With this technology it's stopped and emission-free."

"Frankly, I was astounded by the quarter-hour total. I guess like most commuters I don't think of just how long I spend stopped in traffic. The Peugeot's display brings it home. It's a fantastic idea."

Peugeot's stop/start technology, known as e-HDi, will be available (on sale) 21st October

2011 with 508 and 308 Series II models powered by the 1.6-litre diesel engine, and will become available across more models as updating occurs. It is available with Peugeot's robotised manual (clutchless) gearbox.

Depending on a number of factors programmed into the computer, as the car rolls to stop in traffic or at lights the engine switches off. All other functions, including the air conditioning, keep operating as normal.

With the release of the brake the engine automatically re-starts in just 400 milliseconds and the timer suspends counting until the next stop.

"It's not just a money saver, owners will be driving up to 15 per cent cleaner and reducing CO2 emissions by around five grams per kilometre," Peugeot's general manager, Ken Thomas said. "They're aware of their contribution to greener motoring every time they see the display."

"And if they get sick of it they can always turn it off. But who gets sick of saving fuel and doing the right thing by the planet?"

Picture & Story: Peugeot Australia

4007 becomes bargain SUV

The strong Australian dollar has helped Peugeot Automobiles Australia significantly reposition one of its most engaging models, the 4007 sports utility vehicle. Buyers can now drive away in a stylish new 4007 for just \$37,990, or \$133 a week to approved business use buyers.

"This is a significant reduction which has been achieved through both the increased value of the Australian dollar and some tough negotiations with the factory," Peugeot Automobiles Australia Marketing Manager, Richard Grant, said. "We believe it represents unparalleled value, especially given the 4007's generous specification level."

"The entry level ST includes on-demand 4WD, six airbags, rain-sensing wipers, Bluetooth, climate control, cruise control, acoustic parking sensors, ESP and one of the smartest tailgates in the business."

"The SV adds automatic transmission, a third row of occasional seats, leather upholstery, an electrically-operated driver's seat, front seat heaters and Xenon headlights, as well as 18-inch alloy wheels. And it still comes in at comfortably less than \$50,000 drive away."

"The 4007 has now become one of the great bargains of the entire SUV market and is utterly unmatched among European marques. We're very excited about the potential of the model and we're looking forward to welcoming many more owners to Peugeot's ranks as a result."

merci

This issue was brought to you by:

Peter Wilson, Peter Cusworth, Ross Berghofer, Helen Louran, Brian Jubb, Jim Kearns, John Williams, Ron Gruber, Ted de Lissa, Graeme Cosier, Bruce Knowling, Neville Summerill, Don Pearson, Wal Glading, Philip Challinor and the number 508.

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Van in family since July 1930

35 years ago

1976 The mag boasts a scoop cover sketch of a new model, described as the Peugeot 405, which is the badge it sports, but it's a ringer for the later Pug 604.

Club drivers blow the opposition to the weeds in the Moorebank Motorkhana, with Greg Churm and David Toyer in Peugeot 203s doing a one-two in class C and Stuart Lenthall and Bob Lumby the one-two in class D, Stuart in his Pug 403 and Bob in his Pug 504.

Two schooners caught a gentle breeze on the harbour with sunning pentaclub members sprawled over their decks and they anchored at Quarantine Beach for sizzling of steaks and bodies. "You're just a perve," Anne Barrett tells a member who wants to return via Lady Jane Beach.

30 years ago

1981 Maybe the club should be renamed the Peugeot Cycle club of NSW, editor Garry Rowlings suggests,



Lucky charm: An effective local variation of the cobra alarm system that Canberra's Pug mag editor, Peter Rees, found and snapped on a trip to Sri Lanka in 1979. For comfort he rented a battered 504 instead of the Holden that had been offered.

because the barbie and cycle day has been the best-attended club event of the last three years. He asks: "where's the enthusiasm for other events?" He went on the latest club camping trip, to Newnes in the Wolgan Valley, in his Peugeot 403 and only the Moore family turned up – in a Honda because, yup, the Peugeot 203 needs a little work.

25 years ago

1986 At a combined clubs' visit to Rutherglen, Frenchman Lucien Chabaud at the Mt Prior Winery shows off his 1930 Peugeot 201 panel van, complete but needing restoration, which has been in his family since new. When he mentioned it was for sale, he had 30 people suddenly making much closer inspections.

Alan Keirle says a Sydney-Melbourne trip in a Peugeot 505 SDTD is possible, but he

finds it difficult to achieve the quoted 7.6 l/100 km – that needs fifth gear and holding back to 90 kmh, which is hard to do in a Peugeot. He's happy with 6.7 l/100 km on trips and describes the 2.3-litre car – his second Pug 505 – as a driver's dream.

A management buyout of Peugeot distributor JRA is under way.

20 years ago

1991 Motoring writer Pedr Davis stand for the NRMA council to fight a mooted ban on geriatric cars.

A huge redevelopment at Peugeot's Sochaux plant included diverting the neighbouring River Allan to give another 11.5 hectares for manufacturing facilities.

Keith Bridge is selling his 1978 Peugeot 604, but he hasn't put his name down yet for the recently announced Peugeot 605.

15 years ago

1996 The keenly priced Peugeot 406 is launched in Australia with the motoring press enthusiastic and Peugeot Oz hoping to move 100 cars a month.

Meanwhile, the long-awaited 406 coupé has emerged from the lion's den in France, bearing a nice family resemblance to a Pininfarina-designed Ferrari, and a wagon version of the Peugeot 406 is on the way.

Peugeot 605 owner Geoff Wright from Denilquin, says his car is one of the best he has driven. He had ordered it sight unseen. "It's superbly engineered and has everything that opens and shuts," he tells The Pugilist. "We live in the bush and we do a lot of long, fast trips. The roadholding is superb. On the open road, you can really let it out. It moves magnificently."

10 years ago

2001 After spotting

Pug models that didn't make Australia, Chris Deligny began taking lots of pictures early in the Rally of New Zealand as he'd been told there was no guarantee a team would survive the event. The three Peugeot 206 WRCs were pipped for victory but all were in points.

French romance blossomed like mad at the Sydney Motor Show but the facts of life were spelt out for cases of love at first sight. "We already have orders for 13 206 CCs and even if you also pay a deposit today, all those people



Alpine adventure: People in the Snowys had not seen anything like the purposeful young men who arrived in their smart European hatches and then placed them in precise lines for photo shoots before tearing away into the hills. It was the 206 GTi web group's mountain rendezvous in 2006.

will be ahead of you to get their cars before we can deliver one to you," a salesman explained patiently over his mobile phone.

Instead of getting a four-door car, Hillary Brown kept her Peugeot 206 Si and said she loved the look on people's faces when she slipped two babies out of their capsules via the hatch's boot.

Five years ago

2006 Colin Handley is making a 1/32 model of a 203 van for a slot car and reckons it's going to be a screamer.

Purr and Joe, roly-pole and cute, are the first white lion cubs born in Australia as part of a Peugeot-sponsored breeding programme to help save the rare breed at Mogo Zoo on the South Coast.

A new Peugeot 207 – now the UK's best-selling model – is being airfreighted for a preview at the Sydney Motor show along with a 307 CC Hybride HDi.



Hottest 206 in Australia: When the GTi fraternity talks of "smoking" in their Pugs, it's usually with a grin. But the look was of dismay when after T-boning by an old VW, wisps of smoke turned into flames and Tim Buckley's near-new hatch was turned quickly into a charred wreck in 2001.

It's an esteemed old French car

Peter Wilson

THE WORLD'S oldest running motorcar, a historic 1884 De Dion Bouton et Trepardoux Dos-a-Dos steam runabout, entered the history books last month when it sold for an impressive US\$4.62 million.

At 127 years old, the French car is two years older than the 1886 Patent Motorwagen that Mercedes-Benz touts as the world's first car and five years ahead of the Peugeot-Serpellet steam tricycle.

It was cheered as it chuffed into the RM Auctions saleroom at Hershey, Pennsylvania and its sale, at twice the pre-auction estimate, was a world record for an early motorcar sold at auction.

The new owner joins an elite list of just five collectors to have claimed ownership of La Marquise over its well-documented history.

Its impressive provenance includes participation in the first automobile race in 1887, where it reached a top speed of 60 km/h on the straights, along with a double award at the famed 1997 Pebble Beach Concours d'Elegance. In addition, La Marquise has also successfully completed four London to Brighton

runs in the UK.

Two older cars are in museums and do not run.

In 1881 the dashing young Comte de Dion, a roguish fellow famed for his skill with the duelling pistol and the ladies, encountered an impressive model steam engine in a toy shop in Paris. The engine was built by Georges Bouton and Charles-Armand Trepardoux, who were earning woeful ducats creating toy models and scientific instruments.

De Dion hired them on the spot to build him a steam engine big enough to power a carriage, but compact enough to allow passengers with the driver.

La Marquise features twin compound steam engines – one each for the front wheels. The “spade handle” steering controlled the front wheels which in turn drove the back wheels through a connecting rod motion, like a locomotive.

It seats four people “dos-a-dos” (back-to-back). The seats are on top of the steel tank, which holds 180 litres of water, good for about 32 km.

Its sophisticated boiler, fed by coal or coke, takes 45 minutes to get up steam, which would

rule out a quick run to the shops.

De Dion sold La Marquise in 1906 to French army officer Henri Doriol and it remained in his family for 81 years. But it was never driven after its brass and copper fittings were cannibalised during World War I.

Restorer Tim Moore bought the car in 1987 and restored it with fittings based on an 1890 model. Collector John Quinn bought it in 2007 and his estate put it up for sale.

De Dion sold some 30 steam vehicles, 20 steam tricycles, and some trucks and buses. He switched gradually to internal combustion engines to power his own and other maker's cars.

De Dion Bouton was the world's largest auto manufacturer in 1900, when it produced 400 cars and 3,200 engines. By 1904, it had supplied 40,000 engines across Europe. A good number came to Australia and some powered pumps on farms.

There was talk that Peugeot might take over De Dion in the 1930s when it was in difficulties but that did not materialise, and the company ceased car production in 1932. A motorcycle maker bought the name in the 1950s.

For sale

203 Styleside ute, part restored, almost everything available to complete the restoration, original motor still turn over, \$9,000 ono. Ian, Maitland Bar via Mudgee, 6373 3674

203 Ute, tabletop, fairly complete, good restoration proposition, floor rusted out, \$2,000 ono, James, Kirkonell, 0412 329 114

306 XSi 1999 auto 5 door hatch. Only owned by 2 members Bob Wright & Don Bailey (from 2008). Almost \$9,000 of refurbishment in last 3 yrs, so it's like new & drives as such. Full service & refurbishment file from day one, done <300k, but easy gentle freeway km & ready for the next 300k as I'm as good as new. No rust, front driver's seat & roof a little worn - both easily fixed (or ignored!). Reg to 2/2012. Low cost at just \$3,499 ono. Don Bailey, Putney. 0418 257 529, 9802 5688 or email: donbailey@optusnet.com.au

403, almost unused, plastic covering still on seats, severely rusted at the rear, very restorable, \$1,200, James, Kirkonell, 0412 329 114

405 SRDT Wagon, 1995 AD28SQ (on pensioner rego). Probably as good a specimen of this model as any, except that immediately after a radiator replacement the motor seized (blown gasket and damaged #4 piston) at around 240,000km. I have had it for 6 years, maintained carefully throughout with many recent new parts. Box of spares and Haynes manual. Cannot afford recon motor to repair it. Car is too good for the tip, and I invite offers.... or does someone have a good

used motor I could buy? Have unfitted towbar to suit - for sale separately. Armidale. William 02 6772 4131 or 0438 604 115 or hugheswj@bigpond.net.au

406 HDi, 2001, white, good condition, 259,000 country km, 4 Michelins, tow bar, new clutch slave cylinder, clean, straight & original, no prangs, economical (1600km / tank of diesel), previous school teacher owner had it serviced at Goodwins of Cessnock, reg to 2012, BSW08J, \$7,950, Doug, Bulahdelah, 4997 4792

504 Sedan, 1978 petrol auto. Natural green colour. Registered to Dec 2011, AB-35-YC. 88,175km. Fully restored, including motor & all new upholstery, about 4 years ago. Includes 5 spare wheels and hubcaps. \$15,000 ono. John Buckley, 02 6624 7929 AH. Car located near Lismore.

505 SRD. Josef Nedomlel of Mawson ACT owned the car. Joe has now passed. In immaculate condition, one owner diesel auto, pictures available. Currently registered in Canberra, 300,000km, will need windscreen. VIN: VF3551A4401401318 eng no.: 147HB000086 build: 8/92. Price is negotiable, Garry Allen 0423 251 268

505 GTi, Series II 1988 Auto. May '12 rego, highly original, White / Blue, presents and drives very well. Straight, clean and rust free. Third owner 317,000 mostly highway km. No accidents. Very good paint, panels, seats and blue velour interior, dashboard and instruments. Very good 2.2i engine, sweet 4 speed auto (rebuilt 60k ago). Lock up torque converter

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 22 NOVEMBER 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.

and auto downshift. LSD, 15" alloys, R134 A/C, central lock, 4 power windows, pwr steering, good tinted glass, new tyres. Much service history by P504. Known in detail by Simon. \$2,900 - Paul, Sydney - 9807 6427 - 0417 277 503

605 SV, Dec 1995, Bianca White, black leather, sunroof. Low km. Presents in near mint condition. Always garaged and used sparingly. New tyres, rego ADJ-888 till June 2012. Comes with a boot full of NEW boxed parts incl. Brembo brake discs and brake pads for all wheels, brake hoses, all engine mounts and many other suspension and steering bits. All electrics and electronics work perfectly. Interior is unmarked. Head gasket blown on Number 5 cylinder. Radiator, water pump, etc, etc all recently replaced. Also comes with two spare headlights, and various filters for future servicing. This would be the closest to a NEW 605 you can get once the engine is rebuilt. Selling only due to lack of garage space and time. A reasonable offer won't be refused. Patrick Pieck, Chatswood, 0408 679 168

Parts

205, 404, 405 504 and 505. Range of new parts, too many to list - happy take calls. Prices ranging from free to very reasonable,

Chris Hartwell, (Wahroonga) 9489 5566 or 0414 275 534

505 2.0 litre engine XNA2 (alloy sump model) with Ti Kugelfischer KF5 injection conversion by Leo Geoghan Motors. Includes electric fuel pump, Ducellier electronic ignition, air cleaner, new filters, all hoses, wirings and associated bits. 266,000 highway km - good condition - no oil leaks - ready to go, hear running. Also suit 504 or 404. \$380 ono Paul, Sydney - 9807 6427 or 0417 277 503

505 GR air cond parts - total system or by major components. Paul, Sydney - 9807 6427 or 0417 277 503

505 GR tow bar \$50 Paul, Sydney - 9807 6427 - 0417 277 503

504/404 BA7 gear box good condition \$90. Paul, Sydney - 9807 6427 or 0417 277 503

Wanted

4HP22 4 speed automatic gearbox for 505. Jon Marsh 9627 3828 jonmarsh@tpg.com.au

Set of alloy wheels for 405 SRDT, second hand okay. Jamie Campbell, Bathurst. 6337 4865 - prefer Central west or Sydney

Canberra French Car Day

The Canberra French Car Day is being held on Saturday 5 November 2011 from 2.30pm to 7pm in conjunction with the Telopea School Fete and is again being sponsored by Shannons.

Trophies will be awarded for best Renault, best Peugeot, best Citroën and best French car as per popular vote on the day.

Delicious food and drinks will be available for sale at the fete along with other goodies including the monster raffle with first prize a trip to Paris for two.

Hank's 2012 trips

Outback 2012 - Vic, SA and NSW - Tuesday 24 April to Wednesday 2 May.

The 4 States Desert Trip - Tuesday 26 June to Tuesday 17 July.

Exploring Murray Sunset, Hattah Kulkynne & Little Desert National Parks - Sunday 14 to October to Friday 19 October.

All trips are suitable for Peugeot rear-wheel-drive vehicles only.

Contact Hank Verwoert: verwoert@net-space.net.au for further details.

Answers from Oh3 Quiz on page 15

1. Type 1
2. Gottlieb Daimler
3. Carl Benz
4. Panhard & Levassor
5. Armand Peugeot, Emile Levassor, Gottlieb Daimler
6. 1926
7. Jules Goux
8. 1897
9. Georges Boillot
10. Allies because factory taken over by Germans was manufactory tanks and machine guns etc.
11. Ferdinand Porsche
12. Peugeot
13. Pinin Farina
14. 48
15. Ken Tubman, John Marshall
16. The 203 stopped in the middle of the creek and when the starter cable was pulled, it restarted and won the race. Keith Bridge understands that Ken Tubman broke the starter when pulling it & John Marshall picked up a pair of pliers from the passenger floor & managed to grab the starter cable which then started the car
17. 11 and 11 finished
18. 201
19. Porsche (for the 901 which became 911)
20. Paris
21. April 1955
22. October 1966



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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 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	1 Link Road	ROSEBERRY	NSW 1445	02 8338 2624
	Service and Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
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
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	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 Unit	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 100
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	GEELONG	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 Unit	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 Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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