

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

July 2012



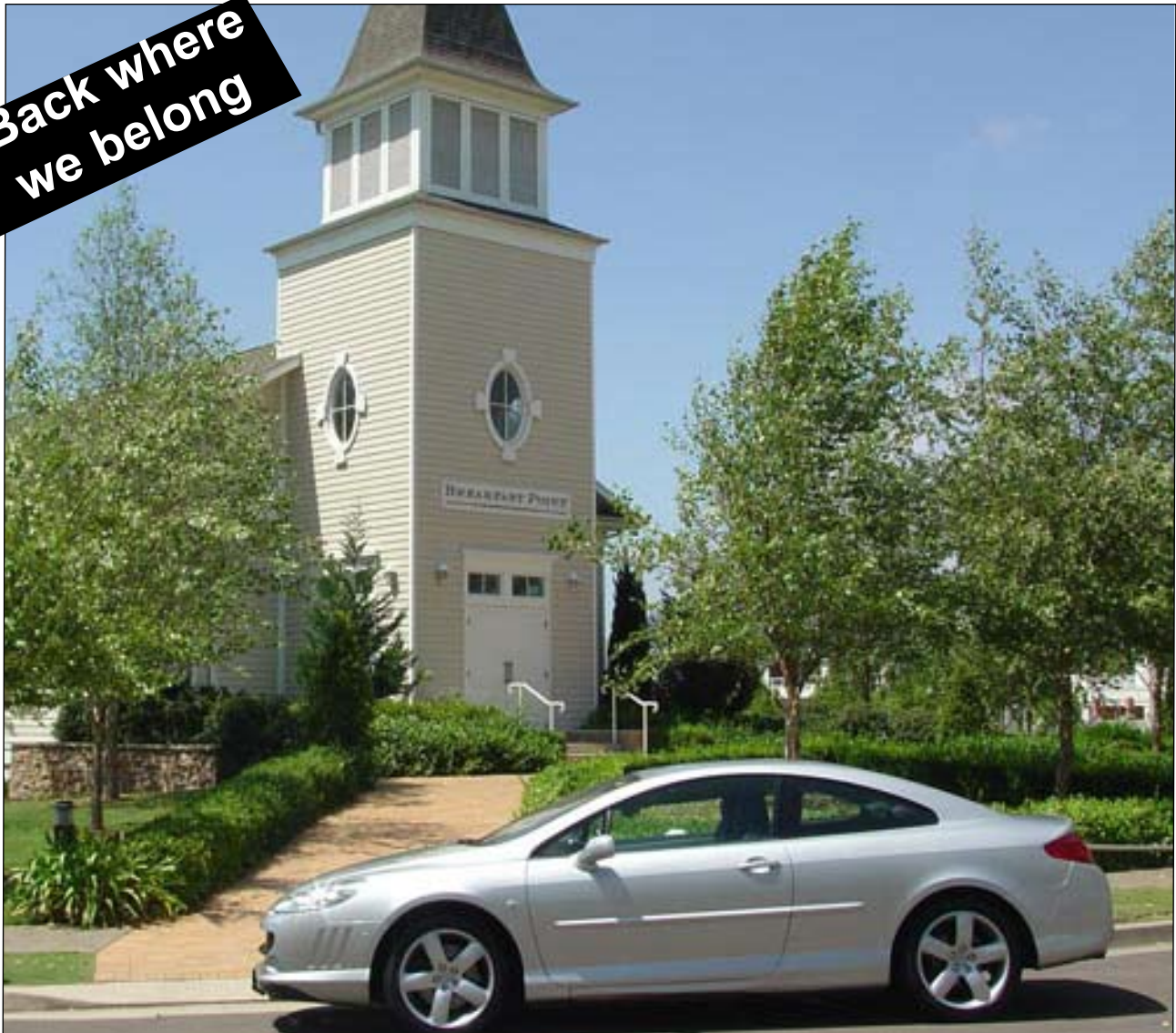
■ History repeated in Canberra: French forces routed by the English at the Battle of Waterloo

■ Tenacious 406 Coupé door locks. How far would you go to fix your pride and joy?

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Urban Crossover Concept

Simon Craig

PEUGEOT RECENTLY unveiled a new concept car at the Beijing Show at the end of April. For some reason I forgot to run it in the Pugilist, but my memory is not what it used to be.

In a new twist on the compact SUV market (that doesn't appear to involve Mitsubishi), Peugeot has morphed the SXC Concept — displayed in Shanghai 12 months earlier — into a new vehicle, which they are calling the Urban Crossover Concept.

It's just a shame they couldn't have taken the photos in a shed with more lights.

The cover

The sun makes a brief but welcome appearance over Rond Terraces in Canberra for the annual Battle of Waterloo display.

Photo: Simon Craig

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Immediately, people on the internet were labelling this the 208 SW or the 2008, perhaps due to its 208 styling cues, but time will tell.

Peugeot's new, subtler smile adorns the front, in between some sleek-looking LED headlights. It seems the ever-growing head lamps and badges have reached their limit and they are now shrinking again, as these lights are decidedly slimline.

The 208's claw-like tail light design has made it the rear end of the Concept, sitting atop a large bumper which has two integrated exhausts moulded into them.

With dimensions of 4140mm long and 1740mm wide, it's slightly smaller than the

new 4008 on sale in Australia, but a fair bit smaller than the enormous proportions of the SXC Concept, which was larger than the BMW X5.

Like them or hate them, the SUV (or land-barge) is a very popular segment and this just may provide a hint of what Peugeot's next foray into this market will be.

Pictures: Peugeot Australia



French Day is upon us

Ross Berghofer

THE BIG NEWS THIS month is that the poster signed by Geoff Brabham has been delivered to Shannons for auction.

I was told that it would be auctioned on 22 July, but this has been changed to the October auction. There is no reserve on this item and the club will be charged up to 16% commission on the sale. Shannons expect a sale price of up to \$400.

Arrangements for French Car Day on 15 July are all but finalised, with the committee concerned about an alternate venue if Silverwater Park is washed out. We can only wait and see what the day is like.

A few regular helpers will be away at that time, so some new helpers would be welcome, from about 8:30 am.

We have plenty of work to do to keep the cold away at that time of the morning. In particular, we require gatekeepers from 8:30 am to about 1:00 pm to collect entry fees of \$10 per car.

Trophies have been ordered from Roy de Visser and this includes trophies for the sponsors' categories: best engine bay, best classic, best interior, best modified, best driven but not hidden; and best exterior.

This is in addition to classes based loosely on the decade of manufacture of the vehicle. There will be good raffle prizes on offer.

Tell your friends about it; it is open to the public and cars with a French heritage are welcome to attend.

Club membership renewals are due and



Keeping warm: Kerrie de Waard, Sandra Berghofer & Ross Berghofer at last year's Oh 3 Weekend.

thank you to those who have done so. If your car is on H plates and you have not renewed membership by 1 July, then your H scheme becomes void.

Renewals will be accepted at French car day. If you have not renewed by August, then that's it – your subscription to The Pugilist will lapse.

At All French Car Day, ten vehicles will be selected for display at the Eastern Creek display day – except that we can no longer call it that – the venue is now named the Sydney Motorsport Park. No worries, we know what we are referring to.

The 40th anniversary of the establishment of the club will be celebrated at the end of February 2013, and no doubt you will keep that weekend free for club events. A sub-committee is working on proposals for the event, so that as many club members as possible can participate. At this stage, venues for a lion-up and a dinner are being considered.

Brendan Fitzpatrick presented his first report as club librarian at the June meeting and I thank him on behalf of the members for his enthusiasm for the new role. Once he has settled in and developed a feel for the library, things

will be abuzz.

Speaking of volunteers, the annual general meeting will be held on 1 August. In particular, new young volunteers are encouraged to take over the running of our club – it is a healthy, structurally strong club, but requiring a younger generation of dedicated and enthusiastic managers. Any such volunteers will be guided during the change over process.

In the meantime, keep those wagons rolling.

OASIS

Brian Jubb

The June Oasis run was to the Fairfield City Museum followed by lunch at the Smithfield RSL.

The museum is made up as an historic village where the buildings are the originals relocated and reconstructed as a working village. The village blacksmith was working; demonstrating to the school children how steel was formed in the good old days. On display were old houses, shops, old steam engines, stationary engines, farm implements and an old Morris truck.

While a little cool, 18 people enjoyed the day, with a fabulous Devonshire tea as part of the admission fee of \$5.

The July Oasis run will be to Australiana Village at Wilberforce on Tuesday 3 July.

Meet at McDonald's Southside Eastern Creek at 9.15 am for 9.45 departure. We are due at the village at 10.30 am for morning tea. Lunch will be at Richmond Services Club at 12.30.

Cost will be \$5 for morning tea and \$5 admission to the village. We will need confirmation of numbers for morning teas.

The historical village has a collection of buildings from the Hawkesbury area and was also where the TV series Wild Boys was filmed.

Please email Reg Short on ras260740@bigpond.com if you are attending.



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Worm Weekend

20-21 October



Paul Watson

The Peugeot Car Club of Victoria's 2012 Worm Weekend is to be held in conjunction with the South Australian French Car Day in October.

The SA French Car Day will be held at Modbury in Adelaide's north-west on October 21 and the plan is to combine it with a visit to the National Motor Museum at Birdwood and make a four-day weekend of it. This might mean driving to, say, Mannum on Friday October 19, then moving on to Birdwood the next morning for a guided tour and a BYO barbecue lunch at the museum, which features the chassis of one of the oldest Peugeots in Australia.

Accommodation on Saturday and Sunday has been booked at Glenunga and the Saturday night presentation dinner will be held not far away.

The Sunday will be devoted to the French Car Day, which is held in a park opposite a big shopping centre, where there are plenty of choices for lunch supplies.

Sunday night dinner will probably be something casual, then on the Monday we will set off for home, taking as much time as the boss will allow.

This weekend is not restricted to worm-drive vehicles, although they will be made most welcome. Any Peugeot is acceptable. And I particularly urge members from western Victoria to make the journey.

As for accommodation in Adelaide, I have reserved six rooms in my name at the Adelaide Granada Motor Inn, 493 Portrush Road, Glenunga, which is about 25 minutes from Modbury. Three of the rooms are Executive (at \$120 a night) and three are Deluxe (at \$98 a night).

The rooms will be held until August 1, and then it's a matter of pot luck. The motel has other rooms, some cheaper and some more expensive. You are free to book one of those if you prefer.

Bookings should be made with Thomas, phone (08) 8338 3822 or email granada@chariot.net.au. Just remember to mention my name if you are booking one of the six held rooms.

If you prefer to stay somewhere else, try www.accommodationadelaide.com.au.

Wherever you stay, please let me know when you book, so I can make arrangements for the presentation dinner.

Paul Watson, 0427 203 206
paulandnola@iinet.net.au

Keen observers to bus together

21—22 July

Jim & Pat Brear

The New England & Northwest chapter of the club are organising a Christmas in July even based in Coonabarabran. Local David Parker will provide a Clipper bus for us to tour the local area, including the Observatory he's just built and his famous shed of interesting things.

The plan is to meet in Coonabarabran for a light lunch before joining David for the tour on the famous Clipper bus at 1pm.

There will be a some time for socialising before sharing dinner at the Acacia Motor Lodge's Copper Pot Restaurant at 7:30pm.

A \$40/head menu has been prepared and, once final numbers are known, a choice of slow-cooked beef cheek, crispy pork belly, marinated lamb rump or prosciutto-wrapped chicken will be served - followed up by some yummy desserts.

After breakfast on Sunday morning, an interesting drive is planned, followed by a light lunch and a formal end to the weekend.

The area is famous for its national parks and other attractions and you may wish to stay on and explore some more.

I have reserved 15 rooms at the Acacia

Motor Lodge for Saturday night. I expect the price per room to be about \$120.00

Contact details for the Acacia Motor Lodge are Newell Highway Coonabarabran NSW 2357
T: 02 6842 1922

F: 02 6842 2626

E: acacia10@tpg.com.au

W: www.acaciamotorlodge.com.au

Managers: David and Brenda Baker

Could you let me know if you will be coming so I can ensure we have enough accommodation.

You should make your booking direct with the Acacia Motel. Your thoughts on the most appropriate menus would be good.

If you are interested in attending please contact me and I will put you on the mailing list for this event so I can send further details as they become available. My contact details are:

- Mobile Phone: 0429 428 700
- Home Office Phone: (02) 6772 3933
- Fax: (02) 6771 3666
- email: jbrear@coamas.com.au

Pat and I look forward to seeing you in Coonabarabran.



Check your Club diary

Tuesday, 3 July

OASIS run to Australiana Village, Wilberforce

Wednesday, 4 July

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

Wednesday, 11 July

Committee Meeting, Parramatta RSL, 8pm

Sunday, 15 July

All French Car Day, Silverwater

21-22 July

NE & NW chapter Coonabarabran w/end

Sunday, 22 July

NSW Motorkhana round 4, Awaba

Wed, 1 August

Annual General Meeting, Vet Car Hall, 8pm

Wed, 8 August

Committee Meeting, Parramatta RSL, 8pm

Sunday, 12 August

NSW Motorkhana round 4, Nirimba TAFE

Sunday, 19 August

Shannons Eastern Creek Classic

27 Aug—1 Sep

Sydney's Backyard Trip

Wed, 5 September

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

Sunday, 9 September

NSW Motorkhana round 5, Nirimba TAFE

Wed, 12 September

Committee Meeting, Parramatta RSL, 8pm

27 Aug—1 Sept

Bruce Knowing

Yes, it's on again — with hopefully some drier weather this time. Join us for a leisurely meander through the roads in Sydney's Backyard.

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 that 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 a 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 time" is 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.

It will be easy to join us for part of this trip.

The best joining/leaving points will be

- Mt Werong Camp Days 2 & 3
- Oberon or Lidsdale Day 4
- Start of Blackfellows Hand Track or Bungleboori camp Day 5
- Bilpin Day 6.

Please contact me with your expression of interest.

Bruce Knowing 02 4739 8372 or via email: brucek@jista.com.au

| | Driving Route | Distance | Time | Accommodation |
|-------|---|----------|---------|---|
| Day 1 | The Oaks to Wombeyan Caves; Thirlmere Lakes, Mt Gibraltar, Wollondilly L'out | 162 km | 4 ½ hrs | 6 Cabins, 2 br Cottage, Camping |
| Day 2 | Wombeyan Caves to Yerranderie; Taralga, Range Fire Trail, Mt Werong Camp. Dinner: BBQ | 147 km | 5 ¼ hrs | 3br Cott, 6 br Post Office residence, Camping |
| Day 3 | Yerranderie to Jenolan Caves; Tarlo Forest Rd, Ginkin, Bicent. Nat. Trail, Kanangra Walls. Dinner: Caves House | 163 km | 5 ½ hrs | Jenolan Cabins: x 6 |
| Day 4 | Jenolan Caves to Newnes; Oberon, Tarana, Lake Lyell, Rydal, Portland, Wallerawang. Dinner: Pizza | 177 km | 3 ¾ hrs | 3 Cabins, Caravan, Camping |
| Day 5 | Newnes to Mt Wilson; Blackfellows Hand Track, Glow Worm Tunnel, Mt Irvine | 188 km | 5 ½ hrs | 3 br Teachers house and School, min. camping |
| Day 6 | Mt Wilson to Windsor; Bilpin, Mountain Lagoon, T3 Lookout, Upper Colo, Wheeney Creek, Bellbird Lookout FINISH about mid afternoon | 138 km | 3 ¾ hrs | There is a lot of choice, from modern cabins and/or renovated cottages, to basic accom. & camping |

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All French Car Day

15 July

Simon Craig

Yes it's true — it's that time of year again. Next month, on the 15 July it's the club's time to shine again.

By now you should all be finalising your preparations for this, our biggest event on the calendar.

We'll be joining with the Citroën, Renault and Simca owners, to name but a few of the French marques welcome on the day.

Whether it's the clay bar, dishwashing liquid or polishing your pedals, clubbers all over will be feverishly tweaking their pride and joy for the Silverwater Park event.

This year, there's even more chances to shine. Mark Donnachie has been out and about

obtaining sponsorship for some extra trophies for our club member's cars on display.

The new categories and sponsor include:

Shannons \$500

Trophy: Best Classic

Classic aged vehicle in the best overall condition. Not a fully restored vehicle, one that has been maintained and kept in high quality finish and overall condition.

Sprayfever \$100

Trophy: Best exterior display

Non new vehicle. Overall paint and external appearance is of high quality and finish. Polish and finish to paint maintenance a must.

Xtreme Car audio \$100

Trophy: Best Modified

Non new vehicle. A vehicle that is modified for

enhanced performance.

TQ motor trimming and upholstery \$100

Trophy Best Interior:

Non new vehicle. High standard of maintenance and overall appearance. Clean and crisp appearance. Adjustment accepted for age of vehicle.

Painterdeb \$100

Trophy: Driven not hidden

Not a new or historically registered vehicle. A beloved old vehicle that is driven and kept road registered. Recognises the owner's love of the brand more than the quality of vehicle itself. A unique but well-loved member of the Peugeot family that is regularly used and kept road registered. Commonly referred to as "Best Old Girl."

A Cullen & Son \$50

Trophy: Best Engine Bay

Neatest and best detailed engine bay. Original stickers considered a bonus.

It's great to have these sponsors on board for All French Car Day and it will be great to see you all there on the field.

As for the event, the format is similar to recent years, with the Silverware Park venue chosen once again.

Entry to Silverwater Park is via Silverwater Rd and the intersection with Clyde St - the first set of lights after the southern approach of the bridge over Parramatta River.

If you're coming from the north, turn left at the lights then left again, towards the water. Head under the bridge and the park will be right in front of you.

If you are coming from the south and the M4 motorway, turn right at Clyde St, then turn left and under the bridge.

Entry is \$10 per car, with food available all day, as well as the very popular coffee van. Club merchandise will be on sale, as well as a trade stall or two. The raffle is always popular, with some great prizes on offer and something to suit almost anybody.

You do not need to be a member of the club to attend - anyone with a Peugeot is welcome to come and display their car, or to poke around at all the other French beauties on display.

The event generally runs from 10am to 3pm with the conclusion of awards and raffles.

As with any event of this magnitude, some volunteers would be appreciated to help set up the field, judge cars, help with entry into the field, etc. If you can spare an hour on the day it will be appreciated.

Oh3 Weekend 2012

September
14th-16th



203 & 403 Enthusiasts

You are invited to take part in this weekend based in Nowra. Enjoy the South Coast with a spectacular sea-side experience.

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Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

Enquiries Jim Kearns

Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au

THE Peugeot Car Club of New South Wales Inc – now 39 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

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

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

Your benefits

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

**Inquiries 02 9456 1697
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 \$30 kicks in.

The Puglist

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

• Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 26 July.

Who are ya gonna call?

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Peter Wilson

Peugeot's new model hits the spot

A USTRALIA'S LATEST rising star international model provided a bright note for Peugeot last month as it faced the news of a big dip in sales figures for May.

Sydney-raised Cheyenne Tozzi, 23, 5ft 8in, blue-eyed and gorgeous, arrived in her home town for a series of photo shoots, to see her actress big sister, Tahyna, and to work on her



Sunnies, sneakers and a new RCZ: Cheyenne stops by the Daily Telegraph for a Facebook gig.

new album (she also sings) at the waterside ranch.

Gushed gossip columnist Jo Casement in the Sun-Herald under the headline of Living the dream: "[Sutherland] Shire girl Cheyenne Tozzi seems to have it all.

"Tozzi has really been living the it-girl life. She has made a home in Spain and spent the past few months flying around the globe shooting for titles including Vogue Mexico and Marie Claire Spain.

"Fresh off the plane with boyfriend Tyson Mullane in tow [she] flew in to a bundle of goodies, literally. Including a sleek new ride from, Peugeot – worth a cool \$54,000.

"Nice work if you can get it."

The Sunday readers saw from the photo that Cheyenne's ride for her time in town was a gleaming black Peugeot RCZ and she did her bit by being seen and photographed in the Pug, and sending a snap to her thousands of twitter followers.

It was a smart bit of brand building in a big-selling newspaper, right on target for the women's demographic that Peugeot Automobiles Australia knows could be interested in buying its cars.

They could be the same smart young things who bought a recent Cosmopolitan magazine and read that the latest crop of trendy hunks had arrived at the Bachelor of the Year party in Peugeot 4008s.

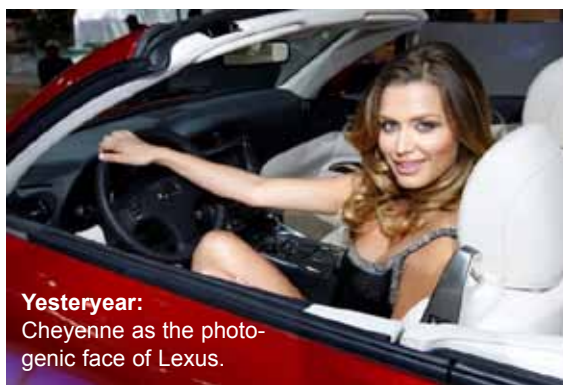
However, in writing about Cheyenne's wheels, Jo Casement missed the part of the story that was a real public relations coup for Peugeot's new PR, Jaedene Hudson – Cheyenne had previously been the Face of Lexus.

She was a favourite of photographers at the 2008 Sydney Motor Show and they loved the way she posed casually and flirted with the lenses in and near the glamorous new convertible. Top Gear Australia vowed she could make a living as a social butterfly and the Daily

Telegraph got revved up about her step up from driving her mum's ute around the place.

Peugeot almost had a similar PR kidnap triumph nearly 10 years ago when Fergie's sister, Jane Luedicke, was doing the celebrity and social smooching for Peugeot Concessionaires Australia.

Jane was at the polo, which Peugeot sponsored, in a then new 206 CC and Deborah Hutton said hi and sat beside her in the car for a chat.



Yesteryear: Cheyenne as the photogenic face of Lexus.

Suddenly it dawned on Deborah, the TV face of Holden, where she was and she excused herself quickly from the "wrong Lion" before the paparazzi caught her.

These days, Peugeot is investing in the modern brand awareness aids such as Facebook and Twitter, recently offering its cool followers in the social media freebies such as a loaner Peugeot 4008 plus a petrol voucher.

Everything is needed in a rapidly changing and more competitive market

Peugeot sales fell in May to 337 units, down 144 on the previous May and the second lowest month this year, according to official industry figures.

Peugeot trailed Volvo (530) and Renault (420) to reach a year-to-date count of 2,021 new registrations, or 251 down on the same period last year.

The three-month average, the statistic that helps lower industry blood pressures after a month like May, was a healthier 451 Peugeots, or 46 Pugs down on the same period last year.

Like Renault, Citroën had a good month – its second best this year – with sales of 150 units.

The Peugeot picture is still uneven. While some dealers were shaking hands with buyers and filling their sales quotas, some were not as happy and there was also the big gap with Sydney two dealerships down.

The other problem is in models.

There is awareness that the Peugeot 208 has been launched and feted – it made the French top ten in April – but the launch ritual means that Australia will not see it until motor show time in October.

Potential buyers could be holding off for the new model or for the 207 when it is down to run-out prices.

Although the 207 has been Peugeot's money spinner internationally and its global top-seller in 2010, last year it showed its dating when trumped for that place by the ancient Peugeot 405/Pars in its latest Iranian incarnation, 305,000 to 285,000.

The Peugeot 308 has been updated to the point where its stop-start fuel-miser system is being termed "semi-hybrid" and has steady sales, but nothing like those of the lesser 307 that it replaced.

A former neighbour is in raptures about a 308 Touring that replaced a T-boned 307 but does not represent the market trend.

Ron Hammerton reported on goauto.com.au that SUVs have ousted small cars as Australia's favourite form of transport, with 121,638 SUVs sold in the first five months of 2012, compared with 100,334 small hatchbacks and sedans,

SUV sales have jumped 56.6 per cent year-on-year. In May, the Toyota Prada was most in demand, with 1,900 sales, while the new Mazda CX-5 topped the medium SUV segment with 1,680.

While Peugeot has not made big inroads into SUVs with its Japanese-built 4007 and French-built 3008, it has high hopes for its latest offering, the French-styled 4008, which has a smaller price margin over its ASX cousin than the 4007 had over the Outlander.

The 4008 looks good and is well-kitted out, but supplies have been limited, some may not want a Japanese petrol engine and, with no sign of a diesel, the target of 900 sales this year may be difficult.

Meanwhile, national sales soared to a new May high of 80,069 units and one in five vehicles sold in Australia was a Toyota, according to VFACTS.

The most popular model was the Toyota Hi-Lux for the second successive month, reflecting the catch-up after the floods in Thailand cut production. With 4,626 units, it beat the Mazda3 (3,288) and Corolla (3,155).

Brush your poodle and polish your pug for 15 July



You don't have to be a top dog. Just bring your Peugeot, enjoy the great display and catch up with our friendly French car enthusiasts at this popular central venue

ALL FRENCH CAR DAY AT SILVERWATER PARK



Redex Rerun

Starts 12 May, 2013

Graham Wallis

THE 2013 60th Anniversary Redex Rerun will start in Maitland on the 12th of May and take four weeks to travel to Townsville, Darwin, Alice Springs, then back through SA and Vic to Canberra before finishing in Sydney.

The event will be run as a tour of the original route, modified in order to maximise interest for the entrants.

There will be some low key competition in the form of Motorkhanas, Economy Runs etc. but these will be standalone events and there will be no scoring for the overall event, the plan being for a relaxed time for all involved.

The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

We are concentrating on visiting the smaller towns this time, an easier time for the cars and drivers being out of the traffic and we will get plenty of interest and assistance from the smaller rural communities.

There will be chances every now and again to venture into the more remote areas for those

who are keen, but the basic route will be on bitumen the whole way.

Enquiries should be directed to Graham Wallis 0429 939619 or via email at ewal7731@bigpond.net.au



A French wave: Francois Cortial's 203 leads the way on the 50th Anniversary Rerun in 2003.

Pugalong 2012

Don and Roslyn Pearson

We are sad to have to announce that we are unable to hold the Roxby Downs Pug-Along this year, as there is a lack of accommodation in Roxby Downs due to a 2 month shutdown.

We did consider other options, Wilpena Pound was looking good but it is extremely expensive, even for a group booking, so after thinking long and hard we've come to the conclusion that we'll have a shorter PUG-ALONG somewhere up the north coast of NSW. Please let me know if you have any preferences.

At this stage we have not determined the complete route but the timing (Nov) will be the same. We will have more of an idea by next month's magazine, so watch this space.

Regards and happy Puging

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Your Peugeot diesel specialist

- We keep a large range of new and used Peugeots
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Paddock talk: Pre-race strategies are discussed as driver registrations take place at the kart track.

Simon Craig

SATURDAY, 16 June was the Club's second annual Kart day and what can I say? Despite the careful planning, the numerous updates, the enthusiasm of various people and the indoor venue (it was raining, after all) club member attendance was terrible.

Thankfully, family commitments that were preventing me from attending both this and the Battle of Waterloo moved to the weekend before, so I was able to attend and managed to convince some fellow Citroën owners (Jinny & Garth Coxhead) to attend as well.

Helen and Neale appeared to invite their entire extended family, which was a lot of fun, yet the carpark was looking decidedly un-Pug like, with two Citroëns, an Impreza STi and a Tarago.

Thankfully, club president Ross Berghofer appeared to wave the Peugeot flag and along came a new member: Paul Barlow, in his 207 CC to even up the carpark numbers a bit.

After catching up and checking in Milton, the owner of IndyKarts, ran us through a very extensive explanation of the karts, the track and the rules.

We split into three groups, which consisted of us oldies, a group of teenage boys and a group of teenage girls. It was certainly a lively atmosphere.

The "experienced" group (us oldies) went out first, to warm the karts up and give the very excited younger groups an idea of what the track was like to drive on. A couple of them had their Ls and Ps but the majority had not driven a car before, so it was all new to them.

Last year, when we first attended the kart

track, the temperatures were in the low 40s outside and it was certainly a lot more fun driving in the cooler weather.

The karts were just as much fun as last time and I had a lot of fun throwing the kart around the track. Jinny had never been go karting before and she was grinning like a Cheshire cat by the end of our round.

Next up were the teenage girls and Helen. The girls were understandably cautious as they felt their way around the track for the first time and I may have detected just a hint of frustration on Helen's face as she came around through the field.

During breaks from the action, everyone was enjoying the fruits of Neale's labours, as he had been steadily barbecuing snags and preparing a very fine spread for lunch.

In no time at all it was our turn again and the times were much more even now. During the first session I had lapped a few of the newer members of the group and I found they were now able to keep up with me.

I wasn't complaining though, as it's much more interesting trying to pass someone (or keep up with them) on the track than circulating by yourself.

Pretty soon it was the girls turn again, and



Peugeot-free zone: Not many pugs but a fun day all the same.

Nevertheless, as their session wore on the times dropped dramatically and their faces were alive with joy when it was time for the boys to go out.

Amazingly the boys were just as mature as the girls had been, with not a hint of youthful riskiness as the group got used to the circuit.

boy, hadn't they changed their tune! All over the circuit there were thrills and spills as their newly-found confidence took over from their newly-acquired skills with some bone-jarring results. It was certainly fun to watch.

I'm happy to report that the boys group had pretty much the same issues, and at one point the race was black flagged in order to extract a kart from a barrier that hadn't responded in the way the driver had intended it to.

The people in my group all had a ball and I'm sure the other two groups did too.

Paul confessed that he'd driven karts at the Eastern Creek circuit and declared the Revesby karts were much faster.

What does one look for in a club outing? A drive to somewhere interesting and a whole heap of fun with everyone else there? Thanks to Helen and Neale, who organised another excellent day at the track, that's what we all got.

Too soon the day was over and it was time to leave the shelter of the indoor circuit and dash back to our cars and drive home through the rain.

Gosh, don't these road cars drive smoothly!



In the spirit of Salvatori



Roy Salvatori: Impressive.

Peter Wilson

IT'S BEEN AN ANXIOUS time these past months for yr intr'pd tstr, as David Bean styled himself in his road test reports on every Peugeot model in the club fleet.

He has been off the road for nine months since a heart attack and surgery and he is waiting for the all clear to drive again.

While friends and family rallied to meet his transport needs, including ferrying him to Peugeot meetings, and David kindly lent his Peugeots to others in need during his recovery, he was itching to get back at the wheel.

His local doctor would not hear of it, which was, as his ex-wife said, a terrible blow to someone who had lived and breathed cars for most of his life.

However, David's specialist came to the rescue and arranged for him to be tested – by a team in a car.

For this, the former driving companion of world champions Jack Brabham and Dennis

Hulme, and owner of an advanced driving school was issued with a humble official L-licence.

His apprehensiveness after his long time

“on the beach” betrayed the man who once would fang his Ferrari from St Ives to the Blue Mountains before lunch on Sundays and he was advised to have a tune-up before a second test.

To his relief, he sailed through the second time.

But everyone who accompanied David commented on a particular aspect of his driving style.

He rarely used the brake pedal.

David tells the story about the time several racing drivers were crossing the Swiss Alps in two identical Mercedes.

Stirling Moss was following one-time Le Mans winner Roy Salvatori's car through the winding mountain ascents, passes and descents and pointed out to his companion that Roy's brake lights did not seem to be working. They decided they must tell him at their next stop.

Eventually, they came to a village and slowed down. Slowing ahead of them, the brake lights of Roy's car suddenly came on.

David has been emulating his hero in demonstrating a similar skill in driving judgment to avoid using the brakes.

It's a nifty trick, especially because the first driving test was in an automatic.

He's not the only minimal braker – some diesel drivers do it, but they have an advantage of extra engine braking.

Roy Salvatori may have died at the aged of 90 a matter of weeks ago but his spirit lives on.



David Bean: Loyal follower.

Where were you in 1973?

Paul Watson

IN OCTOBER 1973 the fledgling NSW club and the Peugeot Car Club of Victoria got together for the first time at Albury on the Bathurst weekend.

The main attractions were a “procession” lap of the Hume Weir circuit, where a motorkhana was also held, and a dinner at the Albury Travelodge.

I am planning to write about the weekend for a future issue, but I need some help with pictures and names of people who were there. This is what I have discovered so far.

Barry Petersen, who was PCCV president at the time and event director of the motorkhana, wrote about the weekend in Torque of October 1973.

There were 20 entrants from NSW and nine from Victoria in the motorkhana, which Brian Amey won from Ian Faulkner, with Paul Brownlow from NSW third, although not in his own car.

In the club archives there is a film of the event, shot by Sydney cameraman and club member Bruce Hogan.

It shows the cars driving to the circuit and then across the weir itself, as well as the “procession” lap, which turned out to be rather hairy.

There are several 203s, one owned by Damien and Ronda Jenkins and the other by David and Jenny Toyer.

Among the 403s there is one with a roof rack, one in dark grey and my two-tone grey car, which had already had the Bent Grille removed.

The 404s included Bruce Hogan's pale blue car (now owned by Damien Jenkins) and the burgundy one owned by Ross McLean.

A few 504s feature in the film, including Ian Hoole's white car with bulbar and a nice blue one. NSW ring-ins included Peter and Nan Quayle's brown Corolla, Geoff Quayle's yellow Renault 12 and Phil Palin's blue and white Citroen DS19.

Some of the people seen in the film are Ian and Elaine Hoole, Nola Hogan, Brad and Robyn Duffy and Nola and Paul Watson.

If you have any photos or memories of this event, please contact me as soon as possible.

Paul Watson, email paulandnola@iinet.net.au or phone 0427 203 206.



Secretary to Retire at AGM

The Club's Honorary Secretary has notified the Committee that he intends to retire at the AGM on 2 August.

Wiki sources have John Geremin listed as having been President for four years from 1991 to 1995.

He has been Secretary from 2003 until now. He had a previous role as Merchandise Officer before becoming President; not a bad career for only having joined the Club in July, 1988.

Some might say that it was his “wonder-wagons” that gave him the resources to carry merchandise to many events and Pageants (and the opportunity to win a few trophies).

Wiki sources also have John listed as being heavily involved with the Australian Computer Museum Society and he says that he will be spending a lot of time in Canberra trying to persuade the politicians that the Computer Museum needs a permanent home and government support to ensure that Australia remains a Clever Country.

Previous attempt to step down from the Secretarial position by buying a Berlingo van failed because it was basically a Peugeot Partner in disguise.

John says that there are two main roles for the Secretary and these may be split to make the role easier for new volunteers. The main role is that of minute taker and preparer for both the monthly General Meetings and the Committee Meetings. The other part of the job is that of keeping the membership records. This is aided by special CARMAN software developed by Gordon Miller in Victoria. It can be readily converted to MS spreadsheets, etc.

John will be offering appropriate training to the new secretary. He says that there may be a bribe of some computer hardware if necessary.

Contact John now to see what the jobs are like prior to the AGM. You can phone him on 02 9727 5960 or 0427 102 060 or via email at geremin@iprimus.com.au

IPM 2012



18 au 20 mai 2012



LAHNSTEIN Allemagne



Phil Torode and Ros King, from the PCC of Victoria, report on their trip to Germany for the 2012 International Peugeot Meeting.

15 May 2012

ROS AND I arrived in Saarbrücken today on a bus from Luxembourg to be met by Melanie Hippler from Peugeot Deutschland (PD). She has organised this year's L'aventure Peugeot meet in Lahnstein, 200km north of the Peugeot site in Saarbrücken.

PD employs over 300 personnel on a site about 500 meters long with newish looking buildings and equipment. A third of the employees operate a dealership, the rest provide administration etc. for Peugeot Germany and a workshop to prepare all of the vehicles for the journalists, then fix them afterwards.

Unfortunately the whole place is closing down in September when operations move to Cologne to merge with Citroën. I don't think staff are all that happy, but Peugeot has decided the merge is necessary, even though the Cologne site is older, smaller, includes less Citroëns and needs far more work than the Saarbrücken site.

Because Ros and I have no 'old timer' to participate in the International Peugeot Meet 2012 (IPM) Peugeot decided to lend cars to some folk. They have found German sponsorship and Peugeot Italy has also come to the party.

We were lucky to be staying with a Melbourne friend in the region so were invited to lunch at the Peugeot headquarters canteen then given a 308 to drive for a nearly a week.

The car is a diesel, manual of course, equipped with automatic engine shut down when left in neutral, automatically starting again when clutch/gear is engaged – quite off-putting until you familiarise. There is even a couple of buttons we were told not to use except in an emergency. One is for desperate accident stuff, sort of like an emergency flare that gives the police etc your position after serious accidents, and the other is a Peugeot button to summon a breakdown response. A voice asks about your problem and listens to your reply. Not sure what to do if you hit the wrong button!

After handing over keys and given a few instruction about controls, in particular navigation and keeping to the RIGHT side of the road, we drove around Peugeot headquarters to familiarise the LHD 308. A 302 Eclipse suddenly materialised on the scene, this car shall be the highlight of IPM 2012 in Lahnstein. Following it to the Journalists' repair workshop I then found a 504, must be about 1970ish as it has early seats, probably 1800cc. The 504 is only used about 5 times per year and is to be

given to the journo's to cover IPM. Poor 504.

All around the workshop were new models including the latest 208 and electric sedan. We might have been able to drive the electric vehicle but its range is only 120 ks and IPM Lahnstein is over 200 ks away.

Wish us luck in managing a drive through Germany please.

PHIL



A beautiful 302 Eclipse in preparation for the meeting.



Phil spotted this 504 in the workshop.



The all-electric Pug was not offered for the 200km trip. The range is not sufficient and power lead is not long enough!



Phil and Ros enjoy the hospitality of Peugeot Deutschland.

17 May 2012

Just arrived in Lahnstein this afternoon after the most fantastic drive, almost ever, along the River Moselle into Koblenz Lahnstein. Here are the 1st Pugs to arrive.

PHIL

The 308 loaned to Phil and Ros by Peugeot Deutschland.



19 May 2012

Just returned from Friday night dinner in a German hotel, they struggled with all the 400+ Peugeot people. We were taken there by bus and served schnitzel, or pork joint – like a very small leg of lamb, or turkey, all with heaps of fries and not much salad. Ros and I ate the vegetarian alternatives.

Last night we met other Australians, Noel and Marieka Addison from Hobart who are leasing a 308 for several months while touring Europe.

We are parked together, two 308s side by side out of the way from real (old) cars. All the Peugeots have been allocated specific parking spots.

504 cabriolets are the most common at this meet, mainly from Netherlands, Luxembourg and Germany and a sprinkling of coupes.

A 402 Eclipse, 1938 model, is the feature Peugeot, driven by Peugeot Germany's marketing chief, Thomas Schalberger. He is also l'aventure Peugeot president.

We met Thomas by accident at a restaurant near our accommodation when we found only two seats left at a table occupied with his family. Thomas talked and joked with us and asked about cars in Australia.

We had to explain the difference between Holden and GM and what is the best selling vehicles and the Peugeots we don't get. They have no idea about Australia, vehicle wise, and are surprised about the cost of fuel and type used. Here diesel is about .18 euro cheaper than petrol at €1.50 to 1.60/litre.

Europeans are amazed at the wide wheels we have on our cars and want to know how/where to obtain them – I have shown many pictures of us in motor sport and told them about the modifications we apply under the bonnet. They are so compliant with regulations, or so I thought until I met Peter Bleeckz, a Flemish Belgium guy who works for the technical Peugeot department specialising in car computers/electrics. He has many cars not common to Australia and a highly modified 404 cabriolet, 5 speed gearbox, 2 litre engine and I think he said 406 cooling system. I'll ask him more tomorrow. Me thinks they are too scared to work around the law with engine modifications.

There are not many 403s here, plenty of 203s, a few 204, 304 & 305, a couple of 504 rally cars and quite a few headlight behind the grill models: 201, 202, 301 and 402, all looking quite nice without lights on the guards.

More next time.

Phil



Peugeot 402B



Sporty looking 104



Thomas Schalberger and the 402 Eclipse



Noel and Marieka Addison from Hobart are also at the meeting

Article from Torque

Pictures: Phil Torode

Battle of Waterloo



Simon Craig

The Battle of Waterloo was fought at a new battleground this year. After spending two years on the southern shores of Lake Burley Griffin we now moved to the northern side of the Lake, looking across the water at the previous location.

The weather was bitterly cold, despite the deceptive sunny bits you might see in these photos and the front cover shot, with very few glimpses of the sun and a very strong breeze all day.

There was some early confusion about how to get into the site, due to a major construction zone at ASIO's new digs nearby, but by 10ish most combatants had assembled on the field.

Unfortunately the weather wasn't quite bad enough to keep the English at bay. They tended to appear early, collect a ticket (which registered their attendance) and were gone with 30 mins. Poor form and not nice for photographers hoping for some good shots, but you can't fault their attendance.

Final figures were 42 French vs 63 English for a combined battlefield strength of 105 cars. This is now the third year in a row that the English have routed the French and it's a sad memory of previous years when we consistently defeated them. Oh well.

There were not many vintage Frenchies about, but there were quite a few elderly Brits to keep things interesting.

The car that stood out to me, oddly enough, was what must be the rarest Triumph - a TR8. I don't recall ever laying eyes on one of them before. The Armstrong Siddeleys were out in force and more than one glided quietly past

while I was there.

The Peugeot Association of Canberra ran a food stall and a steady stream of punters queued for bacon and egg rolls and sausage sandwiches.

The coffee van was also very popular and the toilets were a pleasant stroll away through the trees.

It was good to catch up with some Canberrans I hadn't seen in a while, as well as quite a few Sydney-siders that managed the trip down.

I was lucky enough to score a bottle of the Arrogant Frog Shiraz in the lucky door competition, and winners were just about even from the opposing sides.

All in all it was a good day, but it's certainly an exposed location. I can't remember being to a colder car show in my time.

A word of warning: watch out for the squadron of black swans!





A History of Peugeot in Australia – PART 2

Russell Hall has been delving into the National Library Archives

Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.

From a small start, Peugeot was to evolve into a prominent part of the Australian motoring scene in the 1920s, particularly in Victoria.

By the start of the Great War there were small numbers of Peugeot cars and larger numbers of motorbikes among the 14,000 vehicles on Australian roads. Far from Peugeot being unknown in Australia, the Adelaide Advertiser commented in 1915, "The name Peugeot is familiar to every motorist who takes an interest in the great speed competitions on the other side of the world. Probably no other car has approached its record." Peugeot was associated with speed, performance and engineering quality.

The war and the deployment of our army to France increased Australian interest in French matters. Motor sport continued in neutral America and Australians delighted as Dario Resta in his Peugeot beat the German Mercedes drivers at events like Indianapolis. As the press wrote in 1916, "The remarkable series of Peugeot wins in America during the past two years draws attention to what a magnificent production this French car is. "In France,



Captain Beveridge with the Peugeot he drove in the European war, in which he motored nearly 100,000 miles—but not all with the same car!

Field Marshalls Haig and Joffre were driven in Peugeot staff cars. When Georges Boillot was killed in an air battle obituaries appeared in the Australian press.

It is rather unusual that in the middle of this war, the first Peugeot dealers should be appointed in Australia in 1915. Perhaps the French felt the need to earn foreign exchange. Peugeot was very well informed about foreign markets. The normal practice was for a factory representative to oversee the marketing of the cars. The Adelaide Advertiser commented "It is somewhat strange that a car of such world wide note has hitherto been ignored by Australian purchasers". The Australian public was assured of a steady flow of Peugeots, uninterrupted by the war. Dealers appointed were Vivian Lewis Ltd in Adelaide, J. G. Barlow at 31 King St, Melbourne and The Motor House in Balfour St, Sydney.



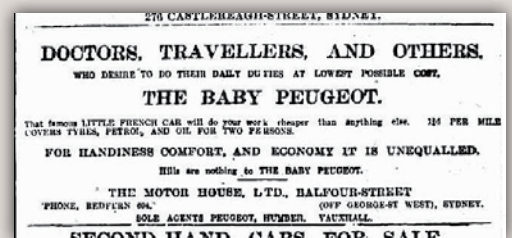
Dario Resta in America.



The first Melbourne Peugeot dealer, 1915.

The car Peugeot chose to push was the Bebe, on sale at 225 pounds. This was a very small two seater but had a Bugatti designed engine and was great fun to drive – like a little Bugatti. Comments made by Australian owners were that it was fast, great fun, ran on the smell of petrol, was built like a clock and was a natty little car. Some were sold in 1915 and throughout the war but marketing didn't really get going until 1918.

There is evidence larger Peugeots were also sold in 1915 but I have found no price list. During the 1960s there was a 1915 model on the road in Australia. The Builders Labourers Federation in Melbourne reportedly bought a substantial Peugeot in 1915. It is said the controversial identity John Wren used it as his getaway car after a robbery at the Trades Hall. Linacres Auction Garage in Melbourne was selling a Peugeot taxi in 1921. As a sign of how common



Sydney 1917.



1920 Peugeot Type 163.

continued page 18



PEUGEOT HISTORY

Peugeot MOTOR CARS and TRUCKS
BIG REDUCTION IN PRICES
 11-25 H.P. DOC TYPE. £625 15-40 H.P. INTERTYPE. £925
 SHIPMENTS ARRIVING SHORTLY.
 THE ACME OF FINE ABILITY AND SUPER CRAFTSMANSHIP. THOUSANDS OF THESE FAMOUS CARS
 ON THE ROAD. HOLDING MORE RECORDS THAN ANY OTHER CAR IN THE WORLD.
 PEUGEOT earned a real triumph during the most recent trials and was highly and most successfully rated by
 the FIFTY leading authorities.
 THE NEW TOURER COMES WITH 12 VALVES, 100 H.P. AND 1000 LITRES FUEL TANK.
 BOX 807 G.P.O. **D. BARBU,** 100 ANGAS STREET, ADELAIDE.
 Telephone—Central 1262.
 DISTRIBUTOR FOR SOUTH AUSTRALIA AND SOUTHERN RILEY.

Another short lived Adelaide dealer, 1921.

they were becoming, the first theft of a Peugeot was reported at Hampton in 1920.

It was not until 1920 that Peugeot marketing really got under way with a range of cars that we can identify. Dealerships also began to change. Davis Browne and then D. Barbu took over the Adelaide dealership. L. Bloom in Little LaTrobe St had the Melbourne agency. A new Peugeot model, the Doc, was on sale. The Australian cars had unique model names. The most important development for Peugeot in Australia was the appointment in 1921 of A.W.B. Mather as sole Peugeot concessionaire for Australia, at 533 Collins St Melbourne.

PEUGEOT "DOC"
 2-SEATER.
Satisfactory Service Under Any and All Conditions.
 That's the secret of this fine car's ever-increasing popularity with professional men, business men, and those owners whose car becomes a business necessity rather than a mere pleasure. And yet the builders of the PEUGEOT "DOC" have combined all the virtues of the higher-priced cars in a distinctly individual car that is priced well within the realm of reason.
 The PEUGEOT "DOC" Two-Seater, ready for instant delivery, painted an attractive shade of blue, suitable for Doctors, Professional Men, or Business Men, &c.
DAVIS, BROWNE, LTD.
 MOTOR DEPARTMENT.
 Victoria Street (off Hindley Street).

Adelaide 1921.

Morris-London
 "The Car of the Future"
 £200 better value than any other car in its class.
 Just landed—Large Shipment of Ten Chassis, very latest 1923 models—better than ever!
 Chassis Price Complete, £350.
 Car Complete, £475.
 This is the best family car ever offered to the public.
 See them and bring an expert.
SOCIETE AUTOMOBILES
"PEUGEOT" PARIS
 These world-famous cars are now procurable in Tasmania. The prices of Chassis will compare favorably with current prices of other makes, and are as follows:
 "Quad," 6-14 h.p., 4 cyl., £232.
 "Doc," 11-25 h.p., 4 cyl., £345.
 "Inter," 18-40 h.p., 4 cyl., £650.
 "Six Lux," 33-70 h.p., 6 cyl. (valveless), £1350.
 Peugeot Bros. are the oldest manufacturers of Motor Cars, and no finer car is made. Demonstrations daily at
Apthorpe's Garage
 Launceston
 Write for further information.
 Sole Tasmanian Representatives for Peugeot Bros.

The Tasmanian dealer.

Peugeot FRANCE
 WE cordially INVITE past, present, and prospective PEUGEOT owners to inspect the UNIQUE RANGE of New Models now on view.
"SIXLUX" — 33/70 H.P.
"INTER" Sports — 18/40 H.P.
"INTER" Colonial — 18 H.P.
 The 18-h.p. Colonial "Inter" is specially designed for country conditions, with extra road clearance. Immediate Delivery!!
 All Models (including 11-h.p. "Doc" and 6-h.p. "Quad") are equipped with Michelin Cord Tyres.
FRENCH AUTO COY.,
 Sole Victorian Distributors:
 Corner St. Kilda Rd. and Toorak Rd.
 Tel.: Wins. 4403.

New models for 1922.

Mather had made money importing sugar from Java and was to have the greatest influence on the success of Peugeot in 1920's Melbourne. Family members were involved in subsidiary businesses to sell Peugeot bicycles, motor cycles and most importantly of all, the French Auto Company. He appointed state distributors – Beach and Hicks in Western Australia, H.C. Loan in South Australia, Auto Paris in Queensland, Apthorpes in Launceston and Rolph Motors in NSW. There was even an active agent in Horsham. The French Auto Company advertised aggressively and entered cars in competitive and sporting events.

In early 1922 Mather published a list of reduced prices for the Peugeots on offer. These give us the model range and the bare chassis price. The cars were sometimes imported with French bodies

Peugeot FRANCE—THE OLDEST AUTOMOBILE FIRM.
 TOURING CARS, MOTOR CYCLES, BICYCLES, LOBBIES, TRUCKS, AND TRACTORS. PEUGEOT TOURING CHASSIS.
 "QUADRILETTE," 6-14 h.p., 4 cyl., £230 "INTER," 18-40 h.p., 4 cyl., £650
 "DOC," 11-25 h.p., 4 cyl., £345 "SIXLUX," 33-70 h.p., 6 cyl. (valveless), £1350
 SOUTH AUSTRALIAN REPRESENTATIVE—
 H. C. LOAN, 13 Twin Street, Adelaide. Phone 1681.

The new Adelaide dealer even mentions tractors.

ANNOUNCEMENT.
PEUGEOT CARS AND LOBBIES.
 THE PREMIER CAR OF FRANCE.
 QUAD, 4 cyl., 6 H.P. INTER, 4 cyl., 18-40 H.P.
 DOC, 4 cyl., 11-25 H.P. SIXLUX, 6 cyl., 33-70 H.P.
 All models arriving in November next. PRICES RIGHT.
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 Early deliveries of 1922 Models will be made from stock. A size of Car for every need.
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DEMONSTRATION WITH PLEASURE.
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French Auto Company, 1922.

but by fitting an Australian body it was possible to reduce the tariff burden.

We know some details of these models. The 6hp Quad on sale for 200 pounds was the little Quadrillette. With its 700cc monobloc motor and weight of 350kg it offered exceptional economy.

The 33/70 hp Sixlux was up until 1923 a Type 156 and from 1924 a Type 174. These were large, imposing luxury cars with 6 litre cuff valve engines that were advertised as going "from 5 to 90mph in top gear." The chassis only price of 1450 pounds put it in the luxury category. One sold in Melbourne had a 7 seater body with provision for chauffeur. Two have survived in Australia and are awaiting restoration.

The Doc was the 163. It had a 1.5 litre 25 bhp four cylinder motor with side valves or overhead valves on the sports model. The latter also had wire wheels compared to the wooden artillery wheels of the standard and both were driven by



Peugeot 163



Peugeot Quad

underslung worm. It had four forward gears, front brakes were optional (made standard in 1925) and was the first car in Australia to have the new Zenith double venturi carburettor. The price was 310 pounds plus 175 pounds for a body. The 16/40 hp Inter model was possibly the 156BR which had a 2.7 litre and later 3 litre 4 cylinder motor and was priced at 595 pounds bare. These prices had all been reduced but were still substantial and saw further large reductions over the years.

The Peugeot Australian catalogue for 1923 had the following introduction: "The Premier racing car of the world. The world famous Peugeot, capable of capturing the greatest records on road and track, builds a perfect touring car."

In 1923 the Horsham Times reported on the Quad and Sixlux displayed at the agricultural show. "Round the charming little white baby chassis crowds collected

PEUGEOT QUAD (Stock Model)
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WORLD'S RECORD FOR FOUR-WHEELER
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Much was made of competitive success.



Peugeot Type 163BR



to inspect every detail. The coachwork exhibited is of the highest order, built of long seasoned timber, and doors that close perfectly, with upholstery of the highest grade leather, soft, luxurious and comfortable. The Sixlux chassis, finished in white, is the personification of all the highest attributes of motor construction." They might not be able to compete with the Fords and Chevrolets on price but they had quality.

It is little known even in truck history circles that Peugeot trucks were imported in 1923. Rolph Motors were offering 4-5 tonne trucks, with or without bodies, with the option of petrol or diesel engines. The diesel was the Tartais compression ignition engine Peugeot pioneered in 1922. These would have been heavy trucks with solid tyres. A demonstration model was for sale for a considerable 1100 pounds.

The future looked bright for Peugeot in the early 1920s with a wide range of cars, motorbikes, bicycles and trucks, dealerships around Australia and increasing sales – but unforeseen trouble lay ahead.

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 THE PREMIER RACING CAR
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Peugeot was still involved in competition in the 1920s.

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 YOU CANNOT BUY A BETTER CAR.
 IF QUALITY APPEALS TO YOU,
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 IS IRRESISTIBLE.
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Bloom was the Melbourne dealer in 1921.

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 Owing to the Great Increase in Our Business, We Wish to Inform Our Clients of Our Removal to Our New, Up-to-Date Commodious Showrooms and Workshop at
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 This will Enable Us to Give "Peugeot" Car Owners a More Central Service and Greater Facilities to Inspect the
World-Famous "Peugeot"
FRENCH AUTO. COY.
 400 Lonsdale Street, City.
 TEL. CENT. 3834

Sales success brought new premises in 1923.

Outback 2012



Pictures: Hank Verwoert

The convoy consisted of three 504s, four 505s, four 404s and one 4WD. It was great to have some kids with us on this trip, Tim and Naomi Hall bringing along Charlie (6) Daniel (3) and Madeline (not yet 1). Granddad and Grandma Hall were also on the trip but there were many other grandparents who enjoyed spending time with the little ones.

Hank Verwoert

AN EVENING meal at the Nhill pub was followed by a very brisk night. Travelling north we passed through the sleepy hamlet of Yanac before proceeding up the Murrayville Track.

A few slippery patches showed signs of recent rain but generally it was firm in most

spots. Allan Parker did however manage to bury himself in a hole in the middle of the track in his 404 diesel wagon.

Stopped in Murrayville for a leisurely lunch. Nigel's boot would not open. Several other 505 keys were tried with no luck. The experts were baffled. Tim did a quick trip around the town that was responsible for his existence. On into Murray Sunset National Park and we faced our

first hurdle, a sand dune named Con's Rise, so named after the exploits of Con Engel on it, on a previous trip.

His 505 diesel balked at it again. Most ascended with great conviction. Tim Hall and John Brumby had smiles on their faces for the rest of the day. Ian Brock and Colin Handley drove over very casually in Ian's well prepared 504.

The further we drove, the sandier the conditions became. The Breadvan and Allan's 404 would stop after each deep sandy section and wait for the convoy to catch up. The next to come into sight was usually Andrew Hoey in the old Landcruiser with a vehicle behind on the end of a towing strap. Then back he would charge if another was in trouble.

One car on tow came around the corner with his wheels on full lock and when Andrew slowed down the towed vehicle did an exquisite right hand turn into the shrubbery. Allan and I drank many cups of tea during the afternoon.

Eventually we arrived, a little later than expected, at the Shearer's Hut, our camp site for the night, but everyone was in high spirits around the campfire with much discussion about the events of the day and the ability of the Peugeots to handle the conditions.

Nigel's boot would not open so the number plate lights were removed. No luck again. The experts were baffled.

Early morning sunshine saw our first stop at Sunset Crater, scene of a meteorite strike. From here we drove along little used bush tracks till we arrived at the Meringur Historical Village for morning tea.

Entry was by gold coin on an honour system and there was enough to see and do for a few hours so we had lunch there as well. In the middle of nowhere this is an outstanding attraction.



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Charlie and Daniel Hall having breakfast at one of our bush camps.



Nigel's boot would not open so the boot lock was removed. Still no luck. The experts were baffled.

From here we proceeded to Wentworth along minor tracks some of which were blocked by water last year. Some lagoons we had seen full of water and containing large numbers of black swans, were now dry. Brian and Merrilyn, Glenn and Carol as well as Neil and Penny joined us in the late afternoon from Melbourne and we all walked to the Wentworth Working Men's Club for dinner.

A warm morning saw us travelling on the road we had used on a night navigation section in the 2006 Ampol Rerun. Fortunately nobody got lost as many had done on the previous occasion.

Passing Rufus River we stopped on the shores of Lake Victoria for morning tea. Many large sandbags were still in place to assist with recent flooding. Many large dead trees lined the edge of the lake.

Nigel's boot would not open. Recent arrival Brian stuck his finger in the hole of the boot-lock, turned his finger and the boot opened. The experts were now really baffled. Nigel and Louise had big smiles on their faces and continued to do so with the help of an occy strap boot holder downer for the remainder of the trip. Louise even managed to play a tune on it.

Half way through our lunch stop we were

descended upon by three large musters on motorcycles accompanied by four dogs, 480 sheep and one goat. They stopped for a chat and went on their way.

Later that afternoon we arrived at Morgan Vale ruins which we decided were modern ruins as they looked as if the homestead had been built in possibly the 1950s. As it was not a suitable overnight stop we moved on looking for a bush camp which would accommodate the 12 cars and tents etc. After an hour of searching it was decided

to break the itinerary and head for Morgan where the caravan park had magnificent grassed sites right on the banks of the Murray close to where the free vehicular ferry crosses.

On a lovely balmy evening we all decided to indulge in a salubrious river cruise. Actually

It was so cold one morning Brian and Colin had to sit in the fire.



it was only on the ferry across the Murray and back again.

The following day started with a fuel top up, then coffees at the local bakery. We headed out through Sampson's Well Homestead along some more remote tracks, passing through many homestead gates. We explored the red cliffs of Redbank Conservation Park which had been magnificently sculptured by recent rains.

A turn off to Coorona Conservation Park allowed us to have afternoon tea in one of the well kept huts which are part of the Heysen Trail. We continued on to some more ruins where a group decision was made to attempt a 4WD track through Mt Bryan to exit the park.

Although probably only a couple of kilometres long it had some very steep

climbs and drop offs as well as eroded gullies and rocky sections. Slow and steady saw us through with only a few scrapes.

Our rest day in Burra allowed everyone to do their own thing before early 504s in the posh Hoey/Brumby apartment. The Historic Passport Program gives you keyed access to 43 heritage sites and was popular with those who had not done it previously.

Day 6 dawned a little misty but still allowed us to see the view out over the whole of the Burra township. More remote tracks heading north east until we had passed Oakvale Homestead and found a suitable spot for our bush camp. It was a large open flat area surrounded by trees with plenty of firewood laying on the ground. This was one of the most enjoyable evenings of the whole trip.

The next morning it was more minor tracks until we came out on the Silver City Hwy at Coombah Road House, an unfriendly miserable place.

Off the highway on a narrow undulating track with constant surface changes. Past Popio Homestead and were just past Cuthero Homestead when we were confronted by a road closed sign undoubtedly due to the swollen Anabranch. So it was back to the highway.

We turned of the highway again turning east on to the road that services the Ghinko Mine. We were able to zip along this extremely well maintained road at 100 km/h until we came to the turn off to Pooncarie where the road deteriorated to the condition that we were more used to (and enjoyed more.)

The Pooncarie camping area was right on the Darling River and some of its picnic areas were partially submerged. It was Pizza Night at the pub and we could choose from the Shearer's Pizza, the Squatter's Pizza or the Jillaroo's Pizza.

Neil and Penny left for Melbourne in the morning, and we all enjoyed a short 90km drive on a beautiful sunny morning to Lake Mungo National Park.

Half way there Nigel's car lost power. The experts investigated. They were not baffled this time as it was quickly fixed.

The Visitor Centre at Lake Mungo had a very interesting historical display, self registration for camping and nobody around to answer any queries. The rest of this day and the following day till lunch time allowed us to visit the many attractions of Mungo including the Mungo Woolshed, the Walls of China, extensive sand dunes, a goat trap built around a dam, Vigar's Well and the Zanci Homestead. Charlie and Daniel were flying a kite and when it became entangled in a tall tree, Brian and Merrilyn displayed their many skills by recovering it.

A 30km drive took us to our final night's stay at Turlee Station. Some explored the station on a self conducted drive. It was a near full moon so many elected to walk the 2.5km from the camping area to the Shearing Shed for a magnificent roast dinner and scrumptious desert of which Andrew Hoey got his money's worth.

It was a great way to end another memorable trip.

— from Torque

Spot the common factors – there are quite a few. Ian Brock, Neil Beddoe, Con Engel



Bugger of a job No.2

Steve Palocz

SOMETHING different from my last car repair. At the beginning of this year my son's 2003 406 D9 coupe started having an intermittent problem when locking the car with the remote key or by locking the door with the key.

The central locking would instantly unlock the doors and boot. The BSI control module apparently thought a door was open. I would check the central display in the car and each time you open/close a door or the boot lid the display showed everything working normally.

Over a couple of months this problem would get more frequent. Sometimes this fault would be very frustrating. I would be able to lock the car and if I moved the car 10 meters the fault would return.

I removed the door trims and checked the cabling, latch control rods (4 rods on each door

latch) and anything else I could see. The first time I removed/replaced the door trim panels the problem went away for a week and then came back!

Later I re-jacked the connectors on the BSI control module and the electric door latches (the battery was disconnected first). But the fault was still frustratingly there. The central display would still show doors open or closed as normal. By now I was running out of ideas so I booked the car in at the Peugeot service centre. When I left the car to be checked the fault was still intermittent.

At the end of the day I returned to pick up my son's car. They could not see problems on their service computer. The door latches were checked for correct operation and lubricated. From their experience the boot latch was adjusted and wiring in the boot was checked. When I picked up the car the central locking was working ok. I was told if the problem returns

both electric door latches should be replaced at over \$500 each.

Each door latch has three or four switches that indicate to the BSI if the door is open, closed, locked or unlocked.

There are no light switches on the door pillars as on the D8 406s. On the D9 406 the interior light is controlled by the BSI which knows the door position by signals from the electric latches.

Instead of buying two door latches for \$1k I phoned a couple of motor wreckers. One wrecker would not sell the latches separately. I would have to buy two complete doors! The second wrecker would sell the latches separately for \$40 each.

I went with a small tool roll and asked if I could remove the door latches myself. They said ok. When I went to the car I realised why they were willing to sell the latches off the doors. Both doors were dented but the latches were ok. So for \$80 I had a pair of latches.

A couple of days later I removed both door trim panels and swapped the electric door latches. This was a 'fun' job. Swivelling back the plastic clips off some the control rods was difficult. My fingers were a few cm too short. Once everything was back together the central locking worked ok but after couple of days the gremlin was back.

Over a couple of days I searched the internet and read of many 406 faults and repairs. I came across one problem where someone had a permanent no central locking fault that was fixed by replacing the BSI control unit.

The BSI uses small relays to operate the door motors. I suspected that one of these relays may be playing up. I rang the Peugeot service centre and asked to have the BSI control unit replaced. I was told there is only one BSI left in Australia. I asked for that one to be held and to be installed in my son's car.

The new BSI control unit would be around \$800 plus labour in removing old and install-

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ing the new BSI, plus programming the BSI and both keys. Ouch. I would have to wait til the following week before the BSI control unit could be changed.

As the job would take about ninety minutes I brought a couple of magazines with me and waited while the BSI control unit was replaced. After the job was completed the technician drove the car a couple of km to check all the car functions and returned with the bad news that the central locking was still playing up.

I had a chat with him about the problem and we came to the conclusion that there is probably a faulty wire with either of the doors or from the boot. Luckily the coupe has only two doors. I was told to check the wiring from the boot to the BSI. This boot wiring runs under the rear seat.

The next week I pulled up the coupe's rear seat but the cabling looked undamaged. For some reason whenever the LH door or boot were slammed the doors would lock and stay locked. So I removed the LH door trim panel to recheck things.

Normally when checking that the doors lock you close the doors and operate the remote. Because this fault was intermittent and I needed to have the door open while I rechecked the door innards I closed the electric latch on the door so the BSI would think the door was closed even though the door was open. I found the blunt end of a biro was good for closing the latch and didn't scratch the side of the door. This way while tinkering inside the door I would occasionally operate the remote to see if the locking function was working ok or not. Each time I pressed the remote the doors locked ok. I got nowhere with the LH door. So I replaced everything on the LH door.

A couple of days later I started with the RH door. I had the door trim off again and closed the electric latch on the door so I could

occasionally lock the doors with the remote while the RH door was open as I was checking things.

For some reason with the RH door open but with the latch closed the doors would not stay locked as per the LH side. I thought that the RH door must have an external switch somewhere to indicate that it was open. I poked all around the RH door opening for

over 10 minutes but could not see any external switches. I phoned the service manager and asked him does the D9 406 coupe have any external switches on the RH door? He told me no. Everything is controlled from the electric latch the same as the LH door.

I couldn't understand why the RH door wouldn't lock the same as the LH door with the latch closed and the door open.

Some voice inside my head said push the door up to the car. I operated the remote and the doors locked!! I swung the door open and the doors would not lock. Moving the door towards open or closed, the RH door acted as if there was an on/off switch on the RHS.

I wriggled the flexible cable between the door and door pillar but this made no difference. The locking worked ok when the door was nearly closed but not when the door was open.

You need to remember that normally you only lock the doors when the door is closed. So if there is a fault when the door is open you would not normally know unless you close the electric door latch and operate the remote.

So now I knew there was something different when the RH door is open even though in the past if this door was slammed it didn't change the problem.

I disconnected the battery so I could do a continuity check of the wires between the RH electric latch and the connector on the BSI. I had to make a couple of test leads to suit the different connectors on the latch and the BSI connector. Also I had to sit inside the car to see if one of the wires was acting as a switch as I swung the door open and closed.

My multimeter has a continuity checker which emits a tone when there is a short circuit so I didn't have to watch the meter but just listen as I opened and closed the door when moving the test leads from one connector pin to another on both plugs. Please note when

checking car electrical functions, never use a test lamp. You will blow up the control module that you are checking.

I felt that I was hot on the cause of the problem. When I got to the third wire sure enough the check tone would go on and off as I opened and closed the door (the electric door latch has to be closed). I checked all nine wires that go to the BSI connector, opening and closing the door for each wire. I had to make sure there were no more faulty wires.

This fault was a real bugger in that occasionally it would appear when the door was closed. You can't lock open doors unless you close the electric latch.

For your information the faulty wire was from pin 3 on the RH door latch that goes to pin 9 on the blue BSI connector. All the BSI connectors have different colours.

I decided to run two new wires. I wanted an extra wire in case another wire went faulty in the future. It is just as easy to add one or two new wires. I found it is easier to run the new wires from the BSI end of the cable in through the door pillar, rubber goose neck and into the door.

I needed to cut a cable tie on the inside of the door part of the goose neck. This cable tie was very tight. I felt that from here was where the wire has a break that opens and closes as the door was opened.

With this cable tie in place there was much reduced flexibility of the cable in the rubber goose neck. After I ran the two new wires I did not put another cable tie here. Just to run the two new wires took over an hour. The pull through kept running up the door pillar instead of into the rubber goose neck. I was using an electrician's pull through but cut down to two meters.

I cut the faulty wire one hand length back from the BSI connector and half way along the door for the latch connector. I used two pieces of heat shrink — one over the other — for double insulation of the soldered spliced in new wire. I reconnected the test leads and multimeter to the two connectors (pin 3 and 9). The continuity tone stayed on as I opened and closed the door. No more on and off as the door was opened and closed!

Once I was sure all wiring was ok, connectors back in place and BSI unit back in its cradle under the passenger fuse box I reconnected the battery.

I tried the remote a few times with no problems after pressing the lock button on the remote. I hopped in the coupe for a pleasurable test drive. I stopped a few times, with the car locking normally each time—drove back home and replaced the door trim panel.

A bugger of a fault..

On borrowed time at the club Library

Brendan Fitzpatrick

I HAVE RECENTLY taken over the role of Club Librarian. The Book Register has an extensive number of books listed. It covers workshop manuals, History of Peugeot books and General Motoring books.

I notice there is quite a number of workshop manuals listed in the Book Register but were not in the collection when I picked them up. I am guessing they are presently out on loan, by members.

If anyone has any Books/Workshop Manuals out at the moment, could you please let me know either at the meeting or by email, so that I can account for them.

Also, there are several extra General Motoring books which are not listed on the Book Register. These will be included in the Book Register when I update it. A fresh copy of this updated Book Register list will then be forwarded to club members.

You can contact me via email at: jessbren@bigpond.net.au



Rod gets our first club plates



Rust in peace: Steve Palocz warns members not to buy a Peugeot with bodywork problems.

35 years ago

1977 The informal Bastille Day celebration is at the Grape Gatsby wine bar at Yagoona, where meals average \$3.50.

After losing \$125 on its last sporting event, which had a disappointing although enthusiastic turnout at Amaroo Park, sporting director Paul Brownlow declares the club will not book sporting venues for 1978 and members will have to rely on other clubs' invitations.

30 years ago

1982 Founding president Paul Watson warns of the club's impending 10th anniversary, offers help with material for a special anniversary Pugilist and suggests a reunion dinner to which members could bring their photos of club functions.

Tim Cunningham finds a source for high-wattage Cibie headlamps, offering 400 watts on the Peugeot 504 high-beam foursome, for \$122.



Vietnam ride: Jim Woolley's 403 cabriolet is on its way to Newcastle.

Plans for a woolshed bush dance weekend at Berrima, a Bastille Day dinner at Le Paris, a tour of the DMR traffic control centre, a charity working bee at Croydon and a Paul Tumminello wine tasting.

25 years ago

1987 At last the club gets a supply of historic plates to issue to members to drive cars over 30 years of age to events and the first set goes to Rod Piggott for his 1957 Peugeot 403.

Tom Shepherd at 85 is too old to continue

driving his latest Peugeot 403 (a 1959 model). He gives Bob Coombes at Dubbo first offer, but Bob has six already and suggests someone in the club might like Tom's pair – there is a spare car as well – for \$1,000.

"Australian suspension specialists have a grudging admiration for the distinctively styled Peugeot and local engineers admit to taking apart Peugeot suspensions to discover their secrets," Peter Brewer, in *The Sun*, reporting the European release of the Peugeot 405.

An Mi16 version will have the 120 kW (160 hp) engine developed in the company's all-conquering Group B rally programme and



Ministerial transport: Returned as French president in 2002, Jacques Chirac is too busy for work under the bonnet or hoist. Once, as energy minister, he could drive and work on his Peugeot 403.

there are plans for a Peugeot 405 T16 version to tackle the 1988 Paris-Dakar rally.

20 years ago

1992 Guest speaker this month is Bathurst Peugeot 405 driver and Channel Seven motor sport commentator Neil Crompton.

A Queen's Birthday social weekend includes a Saturday barbecue at the Cosier's home, a motorkhana on Sunday which attracts three Peugeot 203s to Oran Park and a tour of the new motor museum at Darling Harbour led by Ian Robinson on Monday. Some new faces – Dave and Claire Maloney and Glen and Paul Davis – plus some blasts from the past help make the sports day shine.

• Stop press: In Peugeot's second attempt at the French classic, Dalmas, Warwick and Blundell triumph at Le Mans in the Peugeot



New start: Chris Hall has taken over this 203 wagon project after the late Eddie Strauss did the suspension and took the shell back to bare metal.

905, five laps ahead of the Toyota, with another Peugeot 905 third.

15 years ago

1997 Greg Lock Lee says he often finds notes under the windscreen of his concours-winning red Peugeot 205 from would be buyers. Other people want to buy his plates, PUG 205.

Peter Wilson found a note on his sorrier trak yellow Peugeot 504 Ti, and it said: "Does anyone own this car?" The guy at the phone number was disappointed. "I was hoping it had been dumped," he said.

Rowland Pym has a Peugeot 504 utility tested for Australian design rules compliance and plans to import some sturdy 1988-96 turbo-diesel models.

Ten years ago

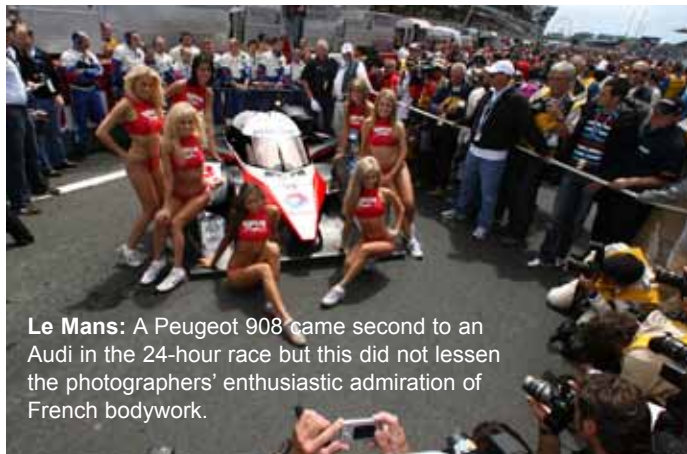
2002 Jim Woolley has returned from Vietnam with a restored ex-French embassy Peugeot 403 cabriolet that he got for a bargain price and is looking forward to driving it. He hired a chauffeur in Ho Chi Minh City because foreigners are always blamed for road accidents.

Barrington Tops Peugeot collector Chris Hall has entered three cars in the 50th anniversary Redex Rerun next year but has still to decide which three of his Pugs will go.

Five years ago

2007 As Automobiles Peugeot tries to pump out new models for a fickle market, the Peugeot 307 still has legs in Australia and has averaged 360 units a month in the year to May. Its sales in seven years are an impressive 15,687 307s.

David Bean, continuing his road tests of Peugeot models in the club, declares the 306 GTi-6 the best production Pug he has driven.



Le Mans: A Peugeot 908 came second to an Audi in the 24-hour race but this did not lessen the photographers' enthusiastic admiration of French bodywork.

The Battle for Aulnay

The new French government is trying to talk Peugeot out of closing its under-used and somewhat dated factory in the northern Paris suburb of Aulnay-sous-Bois.

As talks with the unions continue, Aulnay Socialist mayor Gerard Segura fears the closure, which could affect 10,000 jobs in the town, will be announced with the company's latest results on July 25.

Peugeot group chief executive Philippe Varin wants to shut Aulnay as part of his restructuring plan to produce a leaner, more cost-effective operation as the family-controlled company struggles with a slump in its European car sales.

French president François Hollande sees Aulnay as a key test of his pledge to stop domestic jobs hemorrhaging and Mr Varin was called to meet industrial renewal minister Arnaud Montebourg on June 19 of possible government assistance.

Peugeot set up the Aulnay factory in 1973 to consolidate work previously done in historic

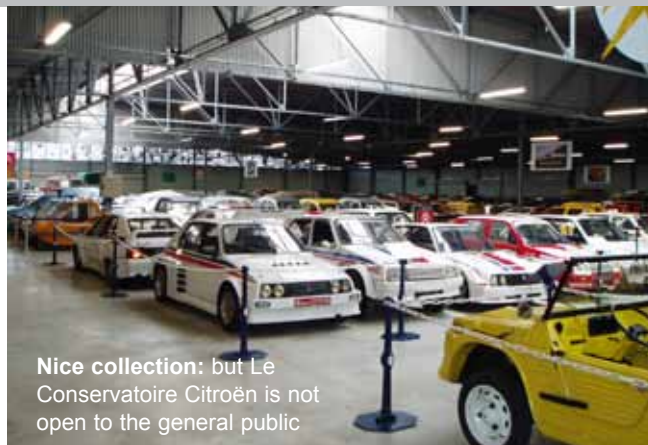
Paris sites and its output has included some 15 models, including mainly Citroën from DS to C2 and C5 and also Peugeot 205s and 106s.

Since 2002 it has also been used as the Citroën repository for historic documents and storage of 370 historic Citroën models, open only to Citroën club visitors [known as Le Conservatoire Citroën].

At its peak in 2004, Aulnay's 5,000 workers produced 408,000 cars, but the staff is now down to 3,800.

The Peugeot family has been quibbling about Mr Varin's rescue plan but late last month the company's board took the unusual step of publicly backing him after he defended his strategy at special meetings.

Peugeot dumped Christian Streiff as chief after only two years but they realise that mid-crisis is a difficult time for Peugeot to replace Mr Varin.



Nice collection: but Le Conservatoire Citroën is not open to the general public

Busted by plate

A COCKY ENGLISH drug dealer has been jailed for a year after police saw him driving brazenly around with a number plate advertising his nickname, "Jimmy the Pill", right next to an ecstasy logo.

James Taylor used the "JTP" plate on his 10-year-old souped-up canary yellow Peugeot 406 Coupé to attract customers to buy speed and ecstasy tablets.

Tipped off about his nickname, police raided a neighbour's home in Blyth, Northumberland uncovered pills, speed, scales and a mobile phone.

— from the London Daily Mirror

Annual General Meeting

Simon Craig

THE CLUB'S AUGUST MEETING will also be the Annual General Meeting of the Peugeot Car Club of NSW. There are lots of things that need to be discussed, such as your future participation.

As per our constitution, all positions will become vacant and have to be filled at this time. There are some people on the current Committee that no longer wish to stand for another term, and now is the time to consider

whether you can make a contribution.

As well as the more high profile roles of President, Vice president, Secretary, Treasurer, Editor, etc. there are plenty of jobs that need doing.

Even the role of general committee member is a valuable one and we need to fill 5 spots in this role alone. This does not take up much time and could give you a say in how the club is run.

The AGM will be held on the **1 August**. The meeting gets underway at 8pm.

205 Meet at DECA in Victoria

Graham Wallis

THIS year's DECA motorsport day will be held on the 12th of August at the Driver Education Centre of Australia's Wanganui Rd complex in Shepparton, Victoria. The usual timed laps, skid pan tests and other timed events around the complex will be run.

This year is a bit special in that there will be an informal get together of 205s and their owners the day before. We are expecting a good roll up of 205s from Victoria and NSW and maybe further afield.

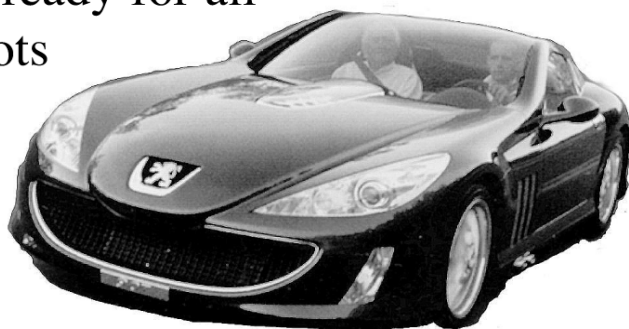
The 205 event will start with a public display at the new Shepparton Motor Museum. Later in the morning the group will head to Euroa for lunch followed by a drive through the Strathbogie Ranges then back to Shepparton. There will also be a pre event get together on Friday evening for people arriving earlier.

On top of this Milton will be organising his Milton's Meander, open to all Peugeots, starting near Melbourne and finishing at the Shepparton Motor Museum. Both groups will meet up for dinner at the Terminus Hotel on Saturday evening. Cheap accommodation is available at the Hotel.

On Sunday everyone will be taking part, helping out, or watching the motorsport — this will wind up mid afternoon.

Queries should be directed to Graham Wallis, 0429 939619 or at : ewal7731@bigpond.net.au

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404, 1970, white, some front & rear damage, reg BB98SO to 28 June 2012, \$700 ono, Jan, Randwick, 0414 526 304

405 Mi16. Ex-Bathurst car. Built by Peugeot Australia and raced in Bathurst 12 hour production race. One of three cars in a team headed by Peter Brock. Car number 25. CAMS logbook documentation and race photos. Buy your own slice of Peugeot motorsport history. VIN: VF315BDF270485151. Engine: 0485151. Complete with custom number plates RACE25. Plenty of spares thrown in. No Reg, no RWC. Priced to sell \$6000. Please call John (Victoria) 0417 408 130 or 03 9734 0876

405 SRDT 1994. Original white paintwork in excellent condition. No Rust. Cloth seats & interior in very good condition. 5 sp man, 317,000km. 17" wheels with

good tyre tread. Been in the family since new. Well maintained by Peugeot enthusiast with engineering background. Full service history. Tow bar. Six months rego. Engine oil & filter changed every 5,000km, coolant every 20,000km, power steering fluid changed yearly, brake fluid changed 2 yearly, renewed serpentine & cam belts & pulleys, renewed water pump, fuel pump overhauled with new seals, new radiator, renewed McPherson struts & some suspension joints. Headlining renewed. Brake rotors & pads renewed. This car has been kept up to scratch with no expense spared & always driven with care. Mostly country driving. Car condition is well above average. An impending new addition to the family makes it necessary to sell this well loved vehicle. \$3,500 negotiable. Natalie Carswell, Gosford, 0414 453 743

406 D9 Coupé 2001, Silver, 3L V6, 5 sp man, a beautiful award-winning design by Pininfarina, black leather interior, Brembo brakes standard, all usual high quality Peugeot features, CD stacker, cruise, traction, sunroof, not my daily drive hence low km, great condition, incl. in NSW Pug club mag OCT 08 at Temora Aviation Museum. An exciting drive, Reg to May 2013, \$14,850 ono, photos available, retaining number plate, could easily be a modern classic show car, Paul Howard Crookwell / Goulburn 02 4836 7245 pphoward7@gmail.com

505 STi 1985. Auto, Rego 15/7/2012. Silver Paint poor, blue interior good cond. Recored radiator, new timing belt and tensioner,

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THE DEADLINE FOR NEXT MAG IS TUESDAY, 17 JULY. 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.

reco starter and alternator. 241,250km, transmission needs rebuild. \$700 ono, Greg Stewart 4274 2709 or 0403 364 678

505 Executive Auto, 1984. 2 tone grey, blue velour interior, 14 inch Peugeot alloys with tyres at 80% tread, 2.2 litre fuel injected motor, 304,000km. Service history from 1992. Very good bodywork, excellent interior, brakes and exhaust system. Tow bar and trailer plug. Plenty of life remaining in this fine French lady. NSW registration to August. Price negotiable around \$1750. Wollongong. Frederik, 0404 883 745

505 Executive 1985 Silver with black leather interior. Features 2.2 L injected, 3 speed auto, power windows, power steering, air conditioning, central locking, sunroof, mag wheels, low 68,000km, Peugeot CD player. Major service including cam belt done recently, new Pirelli tyres less than 100 km, all service records included. This car is as new in every way and has won trophies at the NSW All French Day on several occasions. Formerly owned by John Hunt & Ted De Lissa. Engine No 1781003 VIN- VF3551A84F1781003, Reg BWP38Y, \$9,200ono, Brian Jubb , Padstow, 9602 9591 or jubbbrbrian@yahoo.com.au for photos.

604, one previous owner. Extensive service history. Green, PEU604. Recent meticulous engine rebuild by Peter Bower including addition of Volvo fuel injection, electronic ignition and capacity increase to 2.8L. Copies of seven (7) engine rebuild receipts available on request. Recent transmission rebuild. Car is truly beautiful to drive. Selling due to austerity program, Ian Monk, 0416 254 735

Parts

203 cyl head & valves; shocks, headlight rims. Neville Griffin, Mt Kuringai, 02 9457 9353

505, 3 steel rims with 195x14 Michelin light truck tyres 50% \$100ono, Greg Stewart, 4274 2709, 0403 364 678

505 / 504- total air conditioner system comprising 2 compressors, 2 evaporators incl housing, 1 condenser, 3 TX valves, 2 sets hoses, all brackets and hardware. Suitable to regas to R134A standards \$200. Will split if justified. Paul, Sydney 9807 6427.

505 GR tow bar H.D. \$50 Paul, Sydney 9807 6427

504/ 404 BA7 gear box, good condition \$90 Paul, Sydney 9807 6427

but had not covered enough kilometres to free up the engines by the time the race started. They were no match for the Citroën BX 16 Valves, which had travelled up to

10,000km further and were not so tight in the engine. (It shared the same 16-valve engine as the Mi16.)

Brock's 45 car was placed 14th with 235 laps, but the BX 16 Valve of Peter McLeod, Peter Dane and Peter Janson was eighth, completing 238 laps.

The 05 car, driven by Peter McKay, Ian Luff and Bob Jennings, was 29th, with 223 laps, but 25 did not finish the race, completing only 27 laps.

The race was won by the Mazda RX7 of Charlie O'Brien, Garry Waldon and Mark Gibbs, who completed 254 laps.

Three laps behind was the BMW M5 of Neville Crichton, Alan Jones and Tony Longhurst, with the Saab 9000 CSS of Colin Bond, Glenn Seton and Ken Mathews one lap behind in third place.

Car 25 is advertised in

Private Parts, along with another interesting Pug, a 404 cabriolet that is ready for restoration..

PS: A poster showing the 1992 Brock Peugeot team was advertised on eBay recently, with a starting price of \$96.

The Citroën BX 16 Valve that came eighth was later bought by PCC of NSW member Jim Brear from Armidale.

This is what he says about the car:

"That was my BX, which I purchased from McLeod. I did about 60,000km in it from memory. It was a fantastic car. McLeod reckoned they sat on 7000rpm all the way down Conrod. I used to sit on 110 at 3100 revs, so it was moving. The Citroëns had a lot of plastic parts and were lighter than the 405s, which probably helped.

Spring chicken: The 25 car of Dave Parsons, Troy Dunstan & Mark McLaughlin



Team Brock 405 for sale

Paul Watson

One of the three Team Brock Mi16s that ran in the 1992 Bathurst 12-hour race is for sale.

The white car with blue, yellow, black and red racing stripes comes with a CAMS logbook, documentation and race photos. Some spares are included, as are RACE 25 number plates.

It is car 25. The others were 05 and 45. It seems likely that Peter Brock was supposed to drive 05 (his personal race number) but 45 turned out to be quicker, and he shared that car with Neil Crompton and Herald-Sun motoring writer Paul Gover.

The local cars were built up at Brock's Melbourne workshops, using a British Touring Car Championship car as a model.

Crompton's father, Colin, who lives near Ballarat, would drive one of the 405s to and from the Brock workshop each day, trying to get more kilometres under its belt.

Experts say the Peugeots were also driven from Melbourne to Bathurst for the race



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