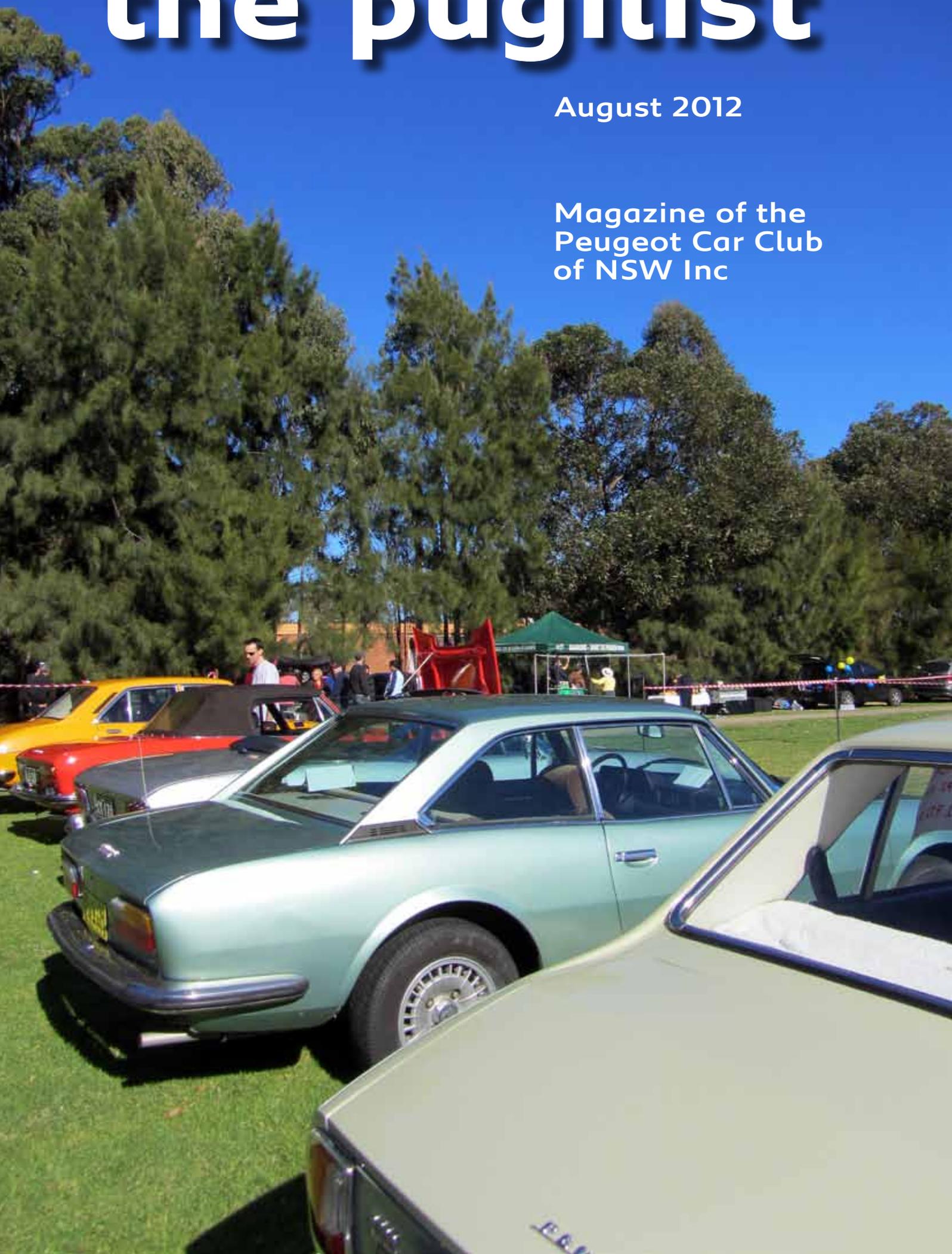


the pugilist

August 2012

Magazine of the
Peugeot Car Club
of NSW Inc



British & Continental Cars

Established 1961

Back where
we belong



We talk Peugeot seven days a week

- Well presented Peugeots.
- Citroëns, Volvos and Renaults, too.
- Special deals to Peugeot car club members.



Back at our original landmark site at
the crossroads opposite Bunnings.

235-239 Parramatta Road, Haberfield

Open seven days

Phone 9798 0900

Fax 9799 0913

britcont@bigpond.net.au



208 GTi confirmed

Mike Costello

PEUGEOT AUSTRALIA will add some sizzle to its forthcoming 208 light-car range with the addition of a hot GTi and luxurious XY three-door variants in May next year.

Both models will debut globally at the Paris motor show in September and are expected to mirror the thinly-veiled concept versions that appeared at the Geneva show in February this year.

The expansion of the 208 range does not stop with the GTi and XY, with the French

The cover

There was no shortage of "special" 504s at the All French Car Day this year, with Coupés and Cabriolets aplenty to please the eye.

Photo: Simon Craig

Inside this issue

President's report	page 4
Club Diary	page 5
Marulan Family Day	page 7
Club information	page 8
Peugeot News	page 9
Central Coast run	page 12
Pugalong update	page 13
All French Car Day	page 14
Sergio Pininfarina	page 18
Populous Pugs	page 20
Peugeot says no oiler	page 23
Memory Lane	page 24
Dangel challenge	page 25
Private Parts	page 26

company also set to show a crossover SUV version at the Paris show ahead of an Australian debut in late 2013.

Further details are scarce, but expect the 208 to resemble to the Urban Crossover Concept displayed at the Beijing motor show in April.

Peugeot Australia director Bill Gillespie told local media it would have a "chunky, tonka-toy" look about it.

The introduction of the 208 GTi will return Peugeot to its roots, with the lightweight pocket rocket set to hark back to iconic GTi models such as the 205 and 206, with the new model to be more compact and lighter than its discontinued 207 GTi predecessor, which ceased production in 2010.

The concept was powered by the RCZ coupe's 147kW turbocharged 1.6-litre four-cylinder petrol engine and is expected to carry over into the production model, matched exclusively to a six-speed manual gearbox.

The production GTi is also likely to feature a wider track than the standard 208, as well as larger brakes. The concept version featured

301mm brakes at the front and 249mm units at the rear.

Mr Gillespie said models like the GTi and XY were important for the company going forward in Australia because they would re-establish the brand's sporting credentials.

"(It's about) getting back to our DNA as more of a sporty performance brand than we have been," he said.

"We need to give ourselves that sort of persona, and in Australia that will give us a point of difference. If you are a European brand, you're going to need a sporty car."

The three-door 208 will initially be offered exclusively in highly specified Feline guise, powered solely by a turbocharged version of the 1.6-litre engine producing 115kW/240Nm and matched to a manual gearbox only, making it a sort of quasi-hot hatch.

Mr Gillespie said the company had been offered the chance to import the base European-market Access variant, but had opted against chasing a low starting price at the expense of a dearth of standard features.

— from *GoAuto.com.au*

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.

Facel Car Day

Ross Berghofer

FRENCH CAR DAY 2012 was a great success, with the winning car being new to the show: a 1958 Facel Vega.

It is a nice change to have a winner that is not one of the regular run-of-the-mill marques. The owner of the car, Bruce Gregory, is delighted with the trophy. He is a member of the Facel Vega club of Paris and has told the world about it. The club offers its congratulations to the car and to its owner.

The day got off to a close shave. Mark Donnachie was at the gate at 8:00 am to meet the Auburn Council ranger.

The ranger was close to closing the park due to its wet patches in the lower shaded areas but luckily Mark convinced the ranger to agree that we could use the paved footpath to access the park. We had to restrict cars being driven over the damp areas and I thank all of you who assisted in this way. In my opinion there was no significant damage done to the surface — the grass will grow again in spring time. I have claimed the refund of the bond from Auburn Council.

Thanks go to all those who were there early, in the cold, to help with set-up and collecting entry fees.



Ross Berghofer presents Bruce Gregory with his award for the best car on the day: his stunning 1958 Facel Vega. The Chrysler V8-powered, Paris-built machine was a big hit.

Perhaps the biggest improvement in attendance is by the Renault Car Club that has seen its roll-up increase from a handful of cars to some 30 or so vehicles this year.

I distributed tickets to the Eastern Creek display day on 19 August. Half of our display will be a nice display of beautiful 306s. And the others there will be beautiful Peugeot too.

The club has received its audited financial statements from the auditor and it looks as though this year we are in good health financially.

The increase in membership fees and strong merchandise sales helped us return a profit, however the Easter pageant was a cost to the club, and many of the expenses will be reflected in the accounts of the 2012-13 "fun-ancial" year.

The financial statements are to be presented to the Annual General Meeting and they are

summarised in this, the August Pugilist.

This brings me to the Annual General Meeting on 1 August 2012. There will be vacancies on the committee, especially for the role of secretary. The role of the secretary could be split into two — membership and minutes.

Further, Brian Jubb will retire as social secretary, after three years of entertaining us. If you think you can help, please offer. Your club needs you.

The job of merchandise officer is not a committee position and therefore we need a volunteer to take on this responsibility. The simple rule is if there is no merchandise person, there is no merchandise that can be sold and the club's finances will dip into the red again.



Mark Donnachie & Neil Sperring's 306s

SEE EUROPE
in the new 5008

Lease a **brand new Peugeot** from DriveAway Holidays and you can enjoy driving a Peugeot even when you are overseas!

For bookings contact DriveAway Holidays or ask your local travel agent.
Book Now! Call 1300 723 972

DriveAway Holidays
Your road to freedom
ABN 67 117 041 917 EC No 21A 6087

OASIS

Brian Jubb

The July run was to Australian Village at Wilberforce followed by lunch at Richmond RSL Club.

Twenty people enjoyed devonshire tea as part of the \$10 admission to the Village. The village is made up of approximately 20 buildings that have been rescued from the Hawkesbury district and have been resurrected from disrepair by a great group of volunteers. Each building represents life in the mid 1800s.

We enjoyed beautiful weather discovering what each building had to offer. Some were set up as they would have been in the 1800s while others had things for sale. The lolly shop, the pottery and the antique store were particular favourites.

The August Oasis run will be on Tuesday 7th. We will be meeting at McDonald's Cambridge Gardens (Northern Rd Cambridge Gardens) at 10am for a 10.20am departure to Autolodge at Llandilo where there is a recreation of a 50/60s milk bar café with a vintage garage and automobile museum, with heaps of memorabilia. It was originally set up by the Opel and Vauxhall Car Club.

Morning tea will be provided in the milk bar at a cost of \$9.90 which includes the admission to the museum.

At approximately 12.30 we will proceed to O'Donahughe's Authentic Irish Pub at Emu Plains for lunch.

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 21 October 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 19 October, 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@inet.net.au

Shannons Eastern Creek Classic



19 August

Simon Craig

The Council of Motor Clubs (CMC) is once again presenting this major car event at the Sydney Motor Sport Park (formerly known as Eastern Creek Raceway).

A full weekend of activities is planned, but the display day is on Sunday, 19 August.

This is car heaven for motoring enthusiasts of any persuasion, with clubs of almost all marques present in vast numbers.

Over 1900 vehicles and 150 clubs are set to participate this year, so it's well worth the effort to head out to the Park on the Sunday.

Sydney Motor Sport Park has just re-opened following a massive upgrade to make better use of the track facilities. Why not head out to see the changes?

As in previous years, there will be vintage double decker bus rides around the circuit, a Councours display of epic proportions (including ten vehicles from our own club) and many trade displays with books, manuals, models and memorabilia to browse through.

Various anniversaries are being cel-

SHARE THE PASSION

ebred this year, with 90 years of the Austin 7, 50 years of the Lotus Elan and 50 years of the Isuzu Bellet, to name but a few of them.

It's a day for all the family with lots to see and do.

General admission is \$15, with kids under 12 and parking free.



Pugs on parade: Lapping the track at the 2006 Classic



Check your Club diary

Wed, 1 August

Annual General Meeting, Vet Car Hall, 8pm

Tue, 7 August

OASIS Run to Auto Lodge Museum, Llandilo

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

14—16 September

Oh 3 Weekend, Nowra

Sunday, 23 September

NSW Motorkhana round 6, Awaba

Wed, 3 October

Club Meeting, Shannons at St. Leonards

Wed, 10 October

Committee Meeting, Parramatta RSL, 8pm

20-21 October

Worm Weekend in South Australia

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

P. Q. AUTOMOTIVE MAINTENANCE

5 Smith Street,
Willoughby 2068
PHONE 9882 3215

Peugeot factory trained technicians

Fuel injection servicing

All mechanical repairs

Pre-purchase inspections

Parts and accessories supplied

PEUGEOT CLUB MEMBERS MOST WELCOME

We think we give pretty good discounts on service and parts

The pride of Willoughby



Interlude Tours

Interlude Tours 2012

Celebrating 30 years of fully escorted small group tours.

Autumn Interlude in Europe

18 September — 22 October. 35 days. Starts in Paris & finishes in Rome with a myriad of memories in between. Cost is \$10,995 per person, twin share.

Trans Siberian Railway

Trans Siberian Railway — Beijing via Mongolia, to Moscow & St. Petersburg plus more. Departs June 2013.

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

www.interlude-tours.com

Helmets ready? More thrills and skills on track

27 October

Helen Louran

BE READY TO DON your helmets. Our fourth annual family track day at the Marulan Driver Training Centre is coming up on Saturday, 27 October.

It's a great day for everyone from 16-year-olds up on and you're all invited – to drive or to make it a social day by watching the action and either bringing a picnic lunch or dining at the café.

The start is about 8.15 am for checking in, finishing documentation and registration, and

hiring helmets if required at \$20 with a \$50 deposit.

Drivers can nominate or be guided to the grouping that best suits their experience and comfort level:

Juniors: 16-year-old and up, even without a full road licence (we do encourage this driving experience).

Beginners: No experience on track.

Intermediate 1: Little experience on track.

Intermediate 2: Some track experience and training.

Female: Restricted to women if sufficient

entries ... (Come on girls/ladies, we want you.

Advanced: Club competition level and above.

After a short briefing there is a familiarisation walk around the 1.1-km track to point out recommended driving lines and suggest gear selections for the corners.

Groups then begin in turn their 12-minute, 10-laps runs with several cycles each until the 4 pm finish.

Another driver can use a car as long as the additional driver is in a different group.

Marulan will provide instructors for in-car training and the four participating clubs will each have at least one experienced track driver available for guidance where requested.

It costs \$110.00 per driver plus \$30 for a Marulan track licence (good for 12 months) unless you already have one or a CAMS licence.

Juniors pay \$110 each plus \$20 for the Marulan licence.

For \$50 non-drivers can book to ride as a passenger with instructors or experienced track drivers.

This year we require full payment on booking.

The cut-off date is 1 October, when places will be open to non club members and it will be first in, best dressed.

The centre is user friendly with a lovely trackside café with indoor and outdoor areas, good toilet facilities and accessible up-close spectating positions.

The entry form, payments and other details, including car and dress requirements, are on the club website. Entries can be sent to sporting@peugeot.asn.au.

Please visit www.mdtc.com.au for map directions and useful information.

Any questions or enquiries can be directed to Helen (Peugeot), helenandneale1@optusnet.com.au or 0413 594 792;

Peter Lubrano (HRSCA), fax 9974 2123 or 0405 991 336;

Richard Cardew (HRSCA), rcardew@primus.com.au or 0405 459 546.

Andrew Collier (Renault), acol4179@bigpond.net.au or) 0414 287 790.

See you at the track!

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.

\$390 for 2 people including 2 nights (Friday and Saturday) accommodation at Pleasant Way Motel, with 2 hot breakfasts and 2 three course restaurant dinners. No booking fee.

Contact Sue and mention Peugeot Car Club NSW
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



June bumping out all over

508 production in full swing in China

Peter Wilson

NEW CAR BUYERS pounced on the bargains in the end of the financial year sales in June and bumped up figures everywhere to make the month an Australian record.

It seemed that many Peugeot buyers had been holding out for the season of incentive pricing because Peugeot Automobiles Australia experienced its best monthly result in two years.

Peugeot scored 618 new registrations in June after five months of ups and downs, according to official industry figures.

While other makes also enjoyed good results in June, Peugeot was one unit ahead of Volvo (617), which had strong sales earlier in the year, Renault (540), which outsold Peugeot in May, Skoda (445), which has enjoyed steady growth this year, and Citroën (158), its second best 2012 result.

This was achieved while Peugeot was still two dealerships down in the east and south of the important Sydney market.

However, this lack of presence won't be for long. It is understood that Peugeot has lined up some enthusiastic new principals and that the corporate blue paint could be applied to some showroom boxes in the next month.

Australian dealers have been scrambling recently to get an Opel franchise – after 200 hats were thrown in the ring Opel Australia chose an initial 17 metropolitan outlets, including four in Sydney.

But an industry observer predicted Opel would take a while to make its presence felt.

Peugeot already had a strong and increasing footprint in Australia (The Pugilist estimate is that there are now over 87,000 Peugeots on the road here).

Peugeot had the advantage of being an attractive, long-established European brand with a big range of stylish cars

that would fit nicely beside the biggest selling brands of a multi-franchise dealership, he said.

In addition, a principal's wife would much prefer the occasional trip to Paris to a visit to Japan, Korea or Opel's headquarters in Rüsselheim, Germany.

Peugeot's June result was a healthy surge in sales after the dip to 337 in May and was also ahead of the previous June's sales of 607 units.

The brand registered strong sales of 308s, 4007s and 508s.

Peugeot's 1.8 per cent gain on June 2011 was less than the industry trend of 17.1 per cent, which included a 6.5 per cent rise in the number of diesel passenger cars.

Its first six months' result of 2,639 units was 757 units down on the same period last year.

June has traditionally been Peugeot's best month, with six Junes in the past 10 years returning over 700 units.

Peugeot is still in the process of refreshing its model line-up and has introduced the petrol-driven 4008 crossover in line with the demand for compact SUVs.

Compact SUV sales showed the extraordinary growth of 66.8 per cent since the previous June but the Federal Chamber of Automobile Industry noted the big recent action in SUVs is in diesels.

Utes are the other hot category – this year the Toyota Hi-Lux has been Australia's second top-selling model, trailing the Mazda3's 21,813 sales this year with 19,412 – but Peugeot has not brought any to Australia since the early 1970s; since ending production of the African 504 utes Paris has switched its hauler output to Eurovans.

The French-hearted 4008 diesels were going gangbusters in June with 138 registrations compared with 37 the previous June, while new owners claimed 21 3008s (33 in June 2011).

Sixty 4008s found buyers

and in some cases there were shortages of some variants until this month's shipment from Japan.

It's still early days for this model with the Good Weekend cover campaign and TV ads still to kick in but it is said to be fulfilling the aim of attracting a new type of buyer to Peugeot..

Australia (as well as New Zealand and South Africa) has received the 4008 ahead of Europe and Paris is watching the reaction to its reworking of the Mitsubishi ASX, which ranked sixth in the compact SUV category here last year.

Citroën also has a toe (or tyres) in the local water with its Aircrosser turning up.

The press has acknowledged the Pug has a premium appearance to its Mitsubishi sibling and has the extra fruit and a better ride to justify the difference in price.

Homebush did careful homework and came up with a target for 900 sales this year. Its priority now is adjusting its orders so that it has supplies of the variants in keenest demand on the showroom floors.

In contrast to Peugeot achieving its strong growth in the past decade through its economical diesels, the company spruiked the economies of its latest petrol technology at a press conference in Melbourne last month.

At 195 units, the 308 was the top-selling Peugeot in June but it did considerably better with 331 the previous June. Cashed-up VW's Golf dominated interest in this European category and with an exceptional result 2,746 units outsold the Commodore in June.

However, at 115 units, the 508 was working its magic at last. It has been moving well this year.

The 207 slumped to 46 units (129) as small car buyers await its replacement. The 207CC won eight hearts while the 308CC won five.

Peugeot also sold 21 RCZs (41), one Expert (four) and eight Partners (20).

June's total of 112,566 new vehicle deliveries puts the nation on track for another year of a million-plus.

June Peugeot Sales

Model	2012	2011
207	46	129
207CC	8	25
308	195	331
308CC	5	9
RCZ	21	41
508	115	9
3008	21	33
4007	138	6
4008	60	0
Vans	9	24
Total	618	607

Well ahead after big events year

Peter Wilson

TREASURER Con Engel thoroughly deserved his Alaskan holiday after supervising the club's mighty turnover of \$46,011 in the 2011/12 financial year.

It was a year of astute financial management and a year of big events and possible big financial risk – including the club bankrolling the 2011 All French Car Day, a driver training track day and hosting the Easter Pageant.

Con is returning home to the warm welcome of the freshly audited club accounts showing a surplus of \$6,087. With a result like that, the club's lucky that governor Sarah Palin did not try to talk him into staying on to watch her state's books.

The result is a tremendous improvement on the previous year's loss of \$1,380, although that red came about mainly because of the decision to clear the books of some \$2,115 worth of equipment the club had held for many years.

The result is that this year there is noneed for a depreciation schedule.

While the club finished the year well ahead on total event costs, the books were closed before all Easter pageant expenses had been met and they will form part of the 2012/13 year's accounts.

Club president Ross Berghofer said the pageant showed a slight loss.

The late Ted de Lissa left a great legacy in restocking and revitalising the club's range of merchandise, building on the success of Brian Jubb to produce a return of \$1,189, up from the previous year's \$282.

The rise in subscription fees headed off the fall in income through falling membership numbers while club raffles were again a good earner, helping offset the increased cost of renting the Veteran Car Club Hall for meetings and the improved suppers..

The streamlining of accounts has seen sporting items merged into special events and that 25 per cent leap in printing expenses now appears to cover both the magazine production cost, which, according to monthly payments in committee minutes, has remained steady, plus distribution items such as plastic bags and laser toner, previously included in sundry expenses.

Advertising income was down \$740 as support changed. Importantly, Peugeot Automobiles Australia continued its support of club magazines with its full-colour advertising.

As the club heads to its 40th anniversary celebrations in February, its kitty of \$21,241 is at its healthiest position since 2005/06.

The club year ends on April 30 so that the audit can be completed ahead of the July rush and auditor Rick Watkins delivered the result at All French Car Day, in time for this month's magazine and for acceptance at the annual general meeting.

Incidentally, a legislative change has meant that clubs of modest size such as ours no longer require an audit; however, the committee decided to continue them for transparency of its operations.

The Peugeot Car Club of NSW Inc

Trading Account

For the year ended 30 April 2012

Sales	2,009	2,136
Opening stock	4,660	3,815
Purchases	965	2,699
Closing stock	4,805	4,660
	820	1,854
	820	1,854
Gross profit from trading	1,189	282

Profit and Loss Statement

For the year ended 30 April 2012

	2012	2011
	\$	\$
INCOME		
Special Events	25,003	6,373
Subscriptions Fees	15,574	15,181
Advertising Sales	2,560	3,300
Donations Received - .	50	1
Interest Received	650	773
Raffle Sales	976	896
Gross Profit from Trading	1,189	282
	46,011	27,666

EXPENDITURE

Auditor's remuneration	495	543
Bank charges	2	2
C.A.M.S. Affiliation	840	1,035
Special Event Costs	18,031	6,259
Depreciation	-	2,115
Postage	2,948	3,346
Printing Expenses	16,083	12,052
Rental Expense	780	540
Sundry Expenses	745	2,254
	39,924	28,146

Net Profit 6,087 (1,380)

Operating profit

before income tax	6,087	(1,380)
after income tax	6,087	(1,380)
Retained profits at start of financial year	15,154	16,534
Total available for appropriation	21,241	15,154

Balance Sheet

Audit opinion

In our opinion, the financial statements of the club are properly drawn up

(a) so as to give a true state of affairs of the club as at 30 April 2012 and of the profit and loss of the club for the year ended on that date;

(b) in accordance with applicable accounting standards in Australia.

Rick Watkins
Watkins, Coffey Martin
Chartered accountants.
July 14, 2012.

000 111 222

As at 30 April 2012

2011 2010

EQUITY		
Unappropriated profit	21,241	15,154
Total equity	21,241	15,154
Represented by		
CURRENT ASSETS		
Cash in hand	4	11
Float - editor	250	250
Float - merchandise	68	111
Cash at bank	5,170	-
Bank West	10,944	10,699
Stock in hand	4,895	4,660
TOTAL ASSETS	21,241	15,731

Current Liabilities

Bank overdraft	-	577
Total liabilities	-	577

NET ASSETS 21,241 15,154

Notes

1. Significant accounting policies

These financial statements are a special purpose financial report prepared for an incorporated body which does not have share capital.

The statements are prepared on an accrual basis from the records of the club.

They are based on historical cost and do not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

The following specific policies, which are consistent with the previous period unless otherwise stated have been applied in the preparation of these statements:

(a) Cash and cash equivalents (cash on hand, bank deposits, at call short-term investments, etc);

(b) Inventories. are measured at the lower of cost and net realisable value. Costs are assigned on a first-in, first-out basis.

2. Cash

Cash on hand	4	11
Float - editor	250	250
Float - merchandise	68	111
Cash at bank	5,170	-
Bank West	10,944	10,699
	16,436	11,071

3 Inventories

Stock on hand	4,805	4,660
	4,805	4,660

4 Interest bearing liabilities

Current		
Bank overdraft	-	577

Peugeot jet may go

THE Peugeot group is considering as a money-saving move the sale of its business jet, a Falcon 50 jet operated by Air Gefco, an offshoot of its logistics arm, Gefco. The grey and white aircraft was built in 1984 by Dassault Aviation. Peugeot has raised €440 million from selling its Citer car-rental business and €245.5 million from the sale-and-lease of its Paris headquarters. — From Les Echos.



Highlands Motorfest

Sunday, 28 October

Simon Craig

Chevalier College and the Southern Highlands Morris Minor Car Club have invited our Club to the annual Highlands Motorfest in Burradoo.

This is a great day for the whole family, with lots of cars and bikes to look at, as well as plenty of stalls, live bands, wood chopping and raffles to keep everyone enthralled.

If you listen very carefully, you might even hear the huge silent auction they have planned.

Chevalier College is at 566 Moss Vale Rd, Burradoo and the gates open at 7am.

Motorfest entrants will be charged \$10 per car (\$5 per bike).

Rob Turner has recently retired from the position of Southern Highlands representative.

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.

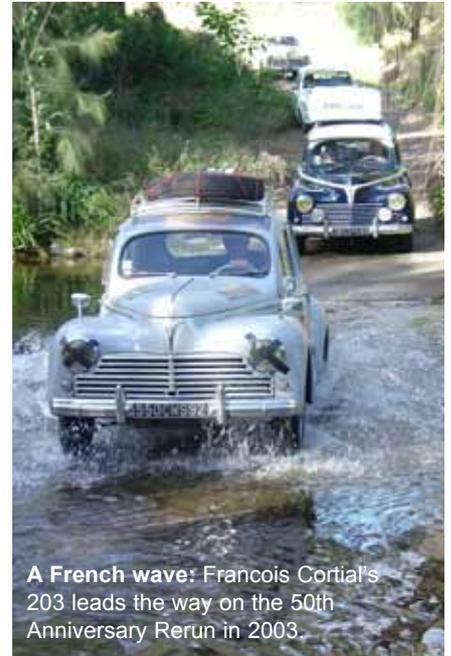
The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

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.

Old-fashioned country service



Your Peugeot diesel specialist

- We keep a large range of new and used Peugeots
- Authorised Peugeot Dealership



PEUGEOT
MOTION & EMOTION

TAMWORTH CITY PRESTIGE, 11-15 East Street, Tamworth 2340
Telephone (02) 6766 5008 Fax (02) 6766 8243

Mike Woods, Sales Manager
0428 490 823
mike@tamworthcityprestige.com.au

Lucas Holloway, Sales Consultant
0437 771 534
lucas@tamworthcityprestige.com.au





The very photogenic Norah Head lighthouse

A Central Coast soirée

The Rip Bridge and more sharp curves were next, as we headed up to Kilcare Heights. Lunch was at the newly renovated Kilcare Surf Club. The upstairs restaurant has the complete overview of the beach. Down below was the rock pool where Fay learnt to swim.

Kilcare is still very quiet but the old holiday houses have been replaced with huge and ultra-modern housing with excellent access to the beach

Next stop was McMasters Beach — another attractive spot. The recent heavy weather had left the beach with two enormous erosion trenches

When I was a boy Avoca was just a quiet holiday spot mainly visited on weekends and holiday time and full of old timber and fibro holiday shacks.

Terrigal was another surprise. What happened to the old Florida Hotel? It has been knocked down and a massive hotel built in its place. The Skillion now has steps to the top and



Brian Jubb

AFTER ENDURING a wet and bleak week, the weekend miraculously was beautifully clear and sunny. The philosophy behind the weekend was to revisit the Central Coast holiday spots of most of our childhoods.

Four couples set off up the old highway towards Gosford and immediately could not remember how slow and winding this old road is. No wonder we found ourselves sharing the road with bikies and push bike enthusiasts even with the 60km speed limit.

Our first stop was Staples Lookout where we took in the view over Brisbane Waters with Woy Woy and The Rip Bridge in the backdrop.

Graham and Janette Foster joined us at a Woy Woy coffee shop.

but the beach spreading up to Copacabana was worth the stop.

This was followed by Avoca Beach. Well, this is the surprise that I did not expect. The



developers have had a great time along the beach limiting public access with huge houses and units so any view of the ocean was stopped.

it was still possible to get a view of the ocean. However, the crowds in Terrigal on a quiet Saturday afternoon are phenomenal with a traffic jam a kilometre long. Unbelievable!

Surprisingly when we arrived at The Entrance it was very quiet with nobody about even if the number of high rise units is amazing.

We arrived at Canton Beach Holiday Park at around 4:00 pm to our waterfront luxury cabins just in time to take in the views of the sunset across the lake from our cabins. And just in time for 504s.

We had dinner at Club Toukley. We were all impressed with the friendliness of the staff there- and some were impressed with the generosity of the machines.

Sunday Morning we set off to the Norah Head lighthouse where whales were frolicking only a few hundred metres off the coast. They put on a display for the crowds gathered above the cliffs. Several of us chose to do the guided tour of the lighthouse. It is still a functioning lighthouse and the light shines with one million candle power which takes the light over the horizon.

Lunch was at the very glamorous Caves Beach Hotel overlooking the beach.

From this you might think that the weekend sounds like a food fest. And it was!

After lunch we stopped off at Catherine Hill Bay. This town is a blast from the past. It was the site of recent protests against the land use being changed allowing high rise into the bay. In fact not much has changed here with all the old miners cottages still there. Even the coal loading wharf is still there. Let's hope this pretty bay stays that way.

After this we all headed home, as the best books say, tired but very happy.



Alpine Classic

Helen Louran

13-14 October

GET YOUR CLASSIC out of the shed and join fellow motoring enthusiasts on the two day 2012 Alpine Classic Rally.

The Peugeot Car Club has been invited to attend this event, run by the Classic Rally Club.

Running for the 14th year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal, although a small amount of mapping will be included.

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening and catered dinner with their newfound rally friends. After a good night's rest, it's on the road again for another day of Classic Navigation Rallying. After a provided lunch it will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1982 cars of any marque. Other cars will be considered on submission to the Event Secretary.

Included in the cost of \$429 for a crew of two will be breakfast at the start in

Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic shirts will also be available for purchase at a cost of \$30.

Cost for additional crew members or passengers is \$160 each.

The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 14 September 2012.

Clerk of Course Lui MacLennan 02 9460 6909 0418 645623

Event Organiser Wayne Gerlach 02 9498 7042 0414 556 858

Email alpineclassic@hotmail.com

If you only enter one event a year, then the 2012 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2012!

For an entry form or more info about Classic Rallying, visit www.classicrallyclub.com.au



Photo: John Southgate

Pugalong 2012 The Coast Connection

Don Pearson

11-17 November

THANK YOU TO those that have given me ideas on this year's Pugalong. The following chart is what we have planned for the trip.

We will be leaving from the Grey Gums Café, which is about halfway along the Putty Road on the right hand side, between Windsor and Singleton. We would hope to be on our way by 10:30am, which would give us time for a coffee before we leave and then on to maybe Dungog for lunch.

The route we have worked out will ensure that we are on main roads for as little time as possible. A couple of the days still need to be worked out, but overall it is expected each day we will travel about 400km.

We will have more information about the

accommodation as time progresses.

Regards and happy Pugging,

Don and Roslyn

0419 126 704

bikecomm@bigpond.com.au

Sun 11 Nov	Port Macquarie	400km
Mon 12 Nov	Coffs Harbour	444km
Tue 13 Nov	Nymboida	300km
Wed 14 Nov	Nymboida	
Thu 15 Nov	Kingscliffe Salt Resort	300km
Fri 16 Nov	Salt Resort	
Sat 17 Nov		
Sun 18 Nov		

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.



All good marquesmanship

Peter Wilson

TWO PROUD MARQUES from French motor sport joined the traditional range of vehicles on display at this year's All French Car Day on 15 July.

On the muscle side, a magnificent Facel Vega turned up and was so nicely restored that it won a place among the concours finalists.

On the lithe side, a beautiful vintage Amilcar with an alloy boat-tail racer body was trailered in.

These makes have been represented at previous Bastille events – Chris Deligny suggested there was possibly a Facel Vega at a Rocks parade in the 1990s and I recall an Amilcar at an earlier Silverwater Park event.

The cars were surprise touches to one of the best recent Bastille gatherings of recent years with club members bring-

ing some 200 French vehicles to Silverwater Park to enjoy the chatting and car checking in the usual friendly atmosphere and brilliant sunshine.

The Peugeot display was down somewhat and the absence of several faithful regulars was noted. As the Peugeot-sponsored Alliance Francais Bastille party was the previous night, it was to be hoped they were not missing in action.

A member thought the Facel Vegas was a Swiss make. Paris bodybuilder Facel Vega saw a gap in the upmarket and turned to making its own American-style cars in 1954 and settled mainly on a 6-litre Chrysler hemi V8 engine.

These cars with both Facel Vega and Facel Paris on the badge became celebrity favourites (Pablo Picasso, Ava Gardner, Ringo Starr, etc) and Sir Stirling Moss told Perth owner Paul Brand he kept his longer than most of his cars because it was so quick between European races.

Project imports from Europe and the US have increased the number of Facel Vegas in Australia to 14 or 15 and in top fettle they are worth big dollars.

The brand is on the brink of revival for the first time since 1964 with a stylish coupé to be shown at the Paris Car



Rob Oakman's 1951 model 203

Show in September.

The Amilcar was a beauty with its handsome bulky radiator shroud, strapped down bonnet, external air horn, 1.1-litre engine and no guards. It wouldn't respond to cranking – do you know the right way to hold a crank handle? – and a push set it off for a run in the paddock.

New auto blogger Mark Marshall, who has expressed an interest in a Peugeot 205 GTi, enjoyed the display when he dropped in and wrote up his impressions. Look up <http://daily-motor.com.au/2012-all-french-car-day-shines> for another account.

He met David Schultz who talked up the virtues of the 207 GTi with his usual enthusiasm.

Mark was disappointed not to find a 406 coupé but admired the meticulous restoration of another Pininfarina classic, the 504 cabriolet. And he pondered how the Renault Gordinis would go in a standoff against the Renault Sport Clio V6 hatches and he admired the Targa prepared Alpine Renault A110.

Brand loyalty gives members a challenge every year – which Peugeot to bring to the park? For while some treasure an old Peugeot, they may also also have a more recent model.

When you have close to a dozen Pugs, as our concours judge Steve Palocz has, the choice was the most recent acquisition to the fleet. Steve arrived in the smart blue Peugeot 404 wagon Lucille, of the Bairds's circuit-of-Australia fame, that he bought from Ted de Lissa's widow ahead of its many admirers.

Brian Jubb has sold his concours winning restored Peugeot 403 wagon to a Queensland collector so he left his new Peugeot at home and brought along Ted's Peugeot 505 GTi in the hope of finding a buyer. Brian declared the former John Hunt trophy car – immaculate and with low km – to be the best Peugeot he has driven.

Although club president and event chief organiser Ross Berghofer is one of several members with a new 308, he came with his 505 wagon and a trailer, both packed with loads of essential equipment for the day.

Graeme and Anne Cosier also had cargo – the Bendigo Bank marquee and the range of club merchandise to get set for some steady trade – so they were in their 406 HDi wagon.

That meant Anne's fleet of 505 wagons and her showpiece low-mile 403 sedan of long-time restoration fame were left at home. It's been a while since Anne has taken the 403 to an event because she is wary of the inconsiderate drivers on the road.

Malcolm Goodwin, attending his first All French Day in four years, was greeted with questions about his lovely supercharged 403. It has been to worm and Oh3 events, but its last Bastille was at Butterfly Farm in 1998! But he came from Cessnock on 403 plates – on his superb red 505 that he displayed at the recent Eurocars day – and that also got a nod from the concours judges.

Like Malcolm, Rowland Pym does great work in keeping older Pugs on the road and he was with son Edward catching up with friends.

Don O'Regan also left his 403 at home and came from Narrabri in his 604 sedan.

Ron Gruber's 203 was at home with fuel problems while his daughter said proudly she had cycled to the park from Stanmore.

The Oh3 doctors were there, John Williams

Versatile cruiser: The little Amilcar doubles as a handy writing desk.



Comparing notes: Anton Akorn checks out the competition



Tickled pink: Helen Louran accepts her award of Best Interior from Mark Donnachie.



Finishing touches: Bruce Gregory adds some "spruiking" to his Facel display



with his ex-racing 203 and Jim and Marie Kearns without their 203 as it needs an engine mount.

John had not driven his Peugeot for a long time so he had some initial fuel splutters, but the car started fine for the run home.

A suspension issue has delayed the debut of Jim's Peugeot 172 project so he brought a newly acquired Pug that didn't need hospital treatment – a very clean Peugeot 205 GTi Classic that he said he got from his cleaning lady's mother-in-law. That's desirable provenance.

Jim was handing out show bags for the Oh3 weekend at Nowra next month.

"I don't know where the other 203s are – there's plenty of them," club 203 registrar Rob Oakman said.

He left his renosed "Partner" at home and as his 203 was beside John Williams's car, Rob pondered whether the different shaped Robri plates behind John's rear doors may have been locally made.

Secretary John Geremin, whose local Peugeot dealer couldn't track down a shared part for his Berlingo, came in his 505 sedan that took part in Canberra's Battle of Waterloo. Despite the camouflage, it's soldiering on with restricted duties.

Phil Challinor was explaining more serious battle scars on the ex-Doug Smith 505 diesel that he took on the recent deserts trip. The car had polevaulted on the exhaust pipe when it broke, knocking the rear quarter panel out of alignment.

Peter Boorman was minus his almost legendary coupé project. His workshop has been tied up with a promotional Morris Minor for his son's cycle shop at Newtown. Still, he's working on the Pug again and reported: "I put the diff in last week. I seemed heavier than the last time I was under the car."

His chief assistant, Paul Geraghty, had turned OUI-505, which won a "good old girl" award, into a showpiece of French and Irish hospitality. Mysteriously, he had two bundles of sticks in the boot. "Did you know the English call these faggots?" he asked.

Heading home to work on his multiple projects, historic plates registrar Ian Robinson had a mechanic's answer to a tired battery and produced jump leads and a battery kit to fire up his Peugeot 505.

Yuting Wan said he still enjoys driving his Peugeot 504 auto. He has made cosmetic improvements with new parts obtained on visits to Beijing, but says the old new stock has all gone, cleaned out by Africans. He was disappointed that the chrome on Chinese-made tail lights came off quickly.

Don Pearson, displaying his 204, has hopes of doing next year's Redex if the restriction on rerun cars is liberalised.

Editor Simon Craig left his Peugeot 207 GTi in the hangar at home and came in his gleaming red Citroën DS3 that he'd spent a day detailing.

As the club's 406 registrar, Greg Lock Lee said he gets many calls from diesel owners in the country. However, he's talking of parting with his 406 as he nears retirement in favour of something small and snappy, and had a for sale sign up.

Among the modifieds, John Baird's red 404 shone while Helen Louran's and Neale's

Proof in the pudding: Many dispute the existence of a factory black GTi. Here it is in the flesh.



collection seemed to have gained more eye-catching flourishes.

Chris Deligny, who has been enjoying a 406 V6 manual for the past three years, took a long lunch break from work to make a quick round of the park.

Chris counted 17 Peugeot models present while Graeme Cosier said he found 16. This time there were no 403s, 605s, 508s or RCZs.

Actually Noah would have been proud. The long-range forecasts had tipped a wet July, but the rains had stopped, the waters had receded and bright sunshine and wind dried the park.

But, did you notice? Many models came in twos. A pair of 203s, a pair of 504 cabriolets, a pair of, er, faded 505s. Like Noah, Bastille has a role in the preservation of the species.

I didn't get time to visit the Renault, Citroën and Simca zones, but I noted the

new Renault dealer at Green Square was enterprising enough to bring along some new cars that got a good looking over.

Several members expressed gratitude that the concours and prize announcements were earlier than usually so they could get away before the roads became crowded with Sunday traffic.

Ross Berghofer was pleased with the way everything went and that the day had been so successful.

The barbecue team overcame teething problems and a mix-up meant only one coffee van was there.

A council ranger had been reluctant to open the gate out of concern for damage to the grass at the entry but with such great weather, the hardstand next door was too crowded with recreationers to be an alternative. The park was opened and the grass became a bit chewed, but the council refunded the bond.



Best Engine	John & Guia Baird, 404
Best Interior	Helen Louran, 206 CC
Best Exterior	Nick Little, 307 Touring
Best Enhanced Performance	David Mucchiut, 205 GTi
Best Classic non-restored	Andrew Rosman, 404
Best Driven not Hidden	Paul Geraghty, 505

Modified	Helen Louran	206CC 2004	93.5
	Neale Drennan	306 Rallye 2001	93
	John & Guia Baird	404 1970	93

505	Steve & Mal Goodwin	505 STi 1985	88.5
	Ross Berghofer	505 GTi 1988	74
	Paul Geraghty	505 1983	32
	John Geremin	505 GR 1981	17
307/607	Neale Butler	607 2005	88
	Nick Little	307 Touring 2006	87
	Warren Orth	307 Touring 2004	77
306	Jack Spencer	306 S16 1994	87
	Mark Donnachie	306 Cabriolet 1996	86.5
	Reef Gaha	306 GTi6 1997	82
	Neil Sperring	306 S16 1994	68
304/504	Anton Akorn	504 sedan 1975	83
	John Hunt	304 Coupé 1971	75

Best French Car of the Day
Best Peugeot of the Day:

Bruce Gregory Facel Vega HK500 1958
Malcolm & Steve Goodwin 505 STi 1985



He added Italian flair to Peugeots



Cheap Ferrari?: Arguably Peugeot's most famous Pininfarina design — the stunning 406 Coupé.

THE ITALIAN godfather of car design, Sergio Pininfarina, renowned for crafting sleek Ferrari race cars and revolutionising everyday automobiles, died on 3 July after a long illness, aged 85.

It was a reminder that a wonderful fringe benefit of Peugeot ownership for half a century has been having a classic Pininfarina design without having to pay a Ferrari or Maserati price.

Sergio, with a degree in mechanical engineering, had been working for his father's respected independent design house in Turin for a year when Automobiles Peugeot in 1951 sought a distinctive and lasting look for its new 403 sedan.

The resulting new Peugeot that came out in 1955 was a bigger success than the family had dreamed of and more than a million units were produced, a company first.

Sergio was instrumental in forging a partnership that led to the Italians styling, designing and producing complete cars for Peugeot, well before inter-company collaboration became the European fashion.

They were niche cars, coupés and cabriolets. Pininfarina produced the bodies which were then sent to France where the mechanical parts were assembled.

A series of numbers and successes followed: the company designed the 404, 204, 305, 504, 505, 205 [cabriolet], 405, 605, 306 and 406, though only some had the variations.

The 406 Coupé brought a new dimension to the alliance. For this, Pininfarina also had responsibility for its industrialisation and production and realised numerous models and

research prototypes on a Peugeot mechanical base.

It was a new car, sharing only the floor pan, mechanicals and range topping engine with the 406 sedan, and acclaimed for its kinship with the distinctive Ferrari look.

However, after that landmark model, Peugeot returned to its own designers.

Sergio never pretended to be a car designer even though his surname is the personification of Italian vehicle styling.

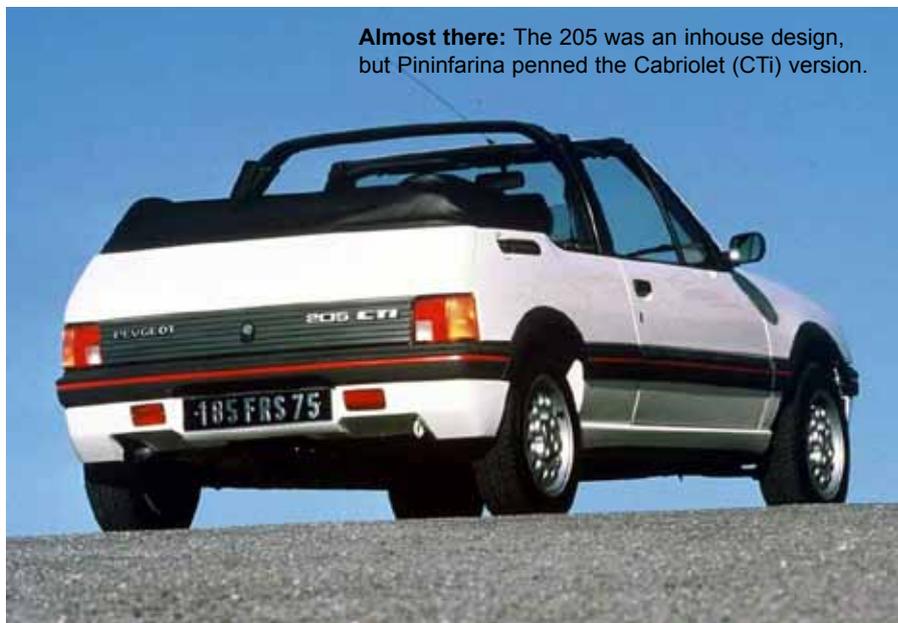
He did almost everything else in the 50 years he ran the family business he took over from his father, Battista "Pinin" Farina. Sergio

was an entrepreneur and engineer, as well as a politician who advocated a single Europe and worked to improve Italy's industrial competitiveness.

And, of course, he was a design director. But Sergio never took credit for designing any single car, though some associates say the 1973 Lancia Beta coupe came straight from his pencil. He did have the final word on everything that came out of the Pininfarina studio after 1966. And his influence on the evolution of car design around the world may be unmatched.

An important part of Sergio's legacy is the respect he brought to the design profession.

Almost there: The 205 was an inhouse design, but Pininfarina penned the Cabriolet (CTi) version.



“When I came into this industry over half a century ago, designers counted for nothing,” he said in October 2000. “They were just makeup artists whose job was to make the engineer’s work look good.”

Sergio always kept abreast of the latest technology, becoming an early advocate of the need to reduce car emissions and increase fuel economy. He was excited by the concept of hybrid vehicles and, in 1972, opened the first wind tunnel in Italy. The company now has a high focus on electric cars.

The Pininfarina studio has designed almost every production Ferrari since the early 1950s.

“Ferrari would have not been Ferrari without Sergio Pininfarina,” said Sergio Marchionne, boss of Chrysler and Fiat, which owns Ferrari.

The young Sergio also sought to evolve the coachbuilding side of the family business. Under his guidance, it went from turning out a few handmade units for wealthy buyers to higher volume, industrial production.

His idea was to “democratise design” by making the vehicles styled and built by Pininfarina more affordable. With the 1955 Alfa Romeo Giulietta Spider he achieved that goal.

In 1955, Pininfarina built just 934 units, all handcrafted. But moving to stamped panels, the company would produce 27,437 units of the Giulietta Spider over the next 11 years.

In the process, Sergio changed the firm from a coachbuilder to an industrial company that would manufacture 198,107 Fiat 124 Spiders between 1966 and 1985; 110,128 Alfa Spiders between 1966 and 1993; and 107,633 Peugeot 406 coupés from 1996 to 2004.

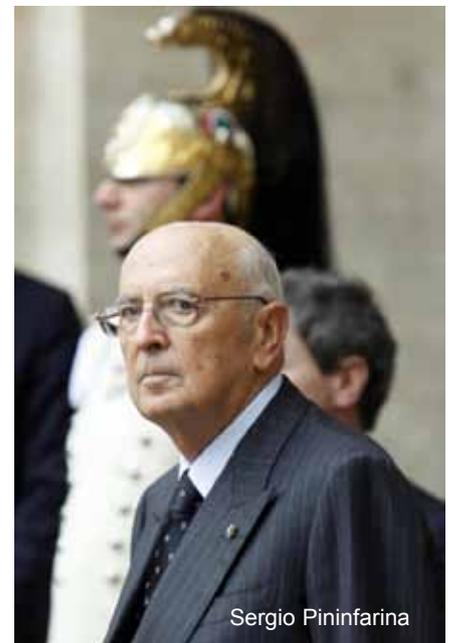
Boutique corporate work included Lavazza coffee machines and the torch for the 2006 winter Olympics in Turin.

Sergio was also a politician who fought for his dream of a strong united Europe long before the current European Union was formed in 1993. Between 1979 and 1988, he was a member of the European Parliament in Strasbourg, France, where he championed Italy’s industrial interests.

In September 2005, Sergio was named a life senator of the Italian republic. Just five Italians at a time share the title, which is given to individuals for outstanding achievement in social, scientific and artistic fields.

Sergio’s private life was blighted by the death of his son Andrea, Pininfarina’s chairman and CEO, in a motor scooter accident in August 2008. Sergio’s son Paolo succeeded Andrea while Sergio’s daughter Lorenzo handled public relations.

Sergio always recalled with emotion the first customer his father wanted him to work with personally. In 1951, when Sergio was just 25,



Sergio Pininfarina

Battista decided his son would deal personally with Ferrari.

“I was scared to death because Enzo Ferrari was already a legend in car racing and, notoriously, he was not an easy man to deal with,” Sergio said. “At the same time, I was proud: My father gave me a great chance.”

Ferrari chairman Luca Cordero di Montezemolo said: “First with Enzo and then with me, Sergio Pininfarina designed some of the most iconic [Ferrari] models, such as the Testarossa or the Enzo, just to name two. Also, there is the work we’ve done together for the Maserati Quattroporte, which remains one of the most beautiful cars ever built.”

Sergio was especially proud of the 1965 Dino Berlinetta Speciale, a concept car that deeply influenced the design of rear-engine Ferraris for the next four decades. The concept was special to him because it was designed without the close supervision of Battista, who was seriously ill and had embarked on a long trip abroad.

Battista liked the Dino Berlinetta Speciale, calling it his first “daughter-in-law design.” A year later he formally passed the company leadership to Sergio, who had been heading the day-to-day operations for many years.

— *From Automotive News Europe, the London Daily Telegraph and The Pugilist.*



Chic & sexy: The 306 Cabriolet



French Collaboration: The 403 was Pininfarina’s first Peugeot model

Peugeots No 17 on ownership charts

Peter Wilson

A RECORD NUMBER of Peugeot can be found on Australian roads, according to latest official figures.

The marque has held its position as the seventeenth most popular on our roads despite new Peugeot sales being down in recent years.

The Australian vehicle census totted up 83,051 Peugeot from the records of motor registries on January 31 last year.

That's a rise of 6.7 per cent on the 60,691 Peugeot in 2006 and 3.7 per cent from the 80,597 Peugeot in the 2010 census, the Bureau of Statistics reported.

The snapshot found that one vehicle in 150 is a Pug, compared with one in 180 five years previously.

Peugeot moved from No. 18 in 2009 to tally

behind Daihatsu and Daewoo in 2011, as their numbers fall steadily.

However, Audi, after leaping from 41,123 in 2006 to 82,205 in 2011 to get to No. 18 in the chart, is revved up for some overtaking in ownership levels by the next census.

Audi has led the charge in the 2010/11 period, with the best gain of 18 per cent. From the same stable, Volkswagen was next with 16.3 per cent, followed by Mazda 7.2, Subaru and Mercedes 6.8, BMW 6.5 and Porsche 6.

Of course by the time the statisticians have collected, crunched and published their numbers, the results have dated. And more time went by before I discovered they had been issued.

We can estimate the present size of the fleet at topping 87,000 Peugeot.

Another 7,864 new Peugeot have been sold between the census date and June this year, according to industry statistics.

Before adding this to the census total, we have to subtract the number of Peugeot that have come off the road.

Our previous research found an average of 108 Peugeot a month were wrecked or scrapped between 2005 and 2010, but the attrition rate became much higher between 2009 and 2010 – 250 a month as owners traded up for fuel economy, new creature comforts and increased safety.

That rate eased slightly between the

2010 and 2011 counts. Another 4,886 new Peugeot were sold and 2,428 lost registration in that period, working out an average of 243 discards a month for the 10 months.

If 4,000 and 4,250 Peugeot came off the road in the 17 months since last year's census, our estimate is that by June Australia had a Pug fleet of between 86,915 and 87,165 units. By the end of July the fleet would be well over 87,000 units.

Australia had 12,474,044 vehicles on the road, compared with 11,188,880 in 2006, making 730 vehicles for every 1,000 people, although in NSW, which has the biggest state fleet, it's 516 per 1,000.

In the five years the size of the passenger fleet increased 11.9 per cent.

Average vehicle age is 10 years, the same as in 2010, but passenger cars tend to be slightly newer than this in NSW and Tasmanians hang on to theirs a little longer.

The number of diesel passenger vehicles doubled, thanks to the early efforts of Peugeot and Mercedes in the field before other brands latched on to the trend. There are 2.4 million of all types of diesel vehicles – close to 15 per cent of the fleet.

But the proportion of passenger vehicles is down as the numbers of light commercial vehicles and motorcycles rise. Utes and vans now comprise 16.5 per cent of the national fleet.

Of course Toyota still dominates with 2,500,195 vehicles on the road, having the highest increase – 19.6 per cent – since 2006. That works out a few badges short of one in five vehicles carrying the Japanese brand.

Holden (2,056,880) works out at one in six, Ford (1,654,216) at one in 7.5 and Mitsubishi (921,909) at one in 13.

Renault and Citroën both had a 3.8 per cent gain in their numbers, to 24,750 and 21,802 respectively.

Vehicle census

Position	2010	2011	Gain %
01. Toyota	2,446,284	2,500,195	2.7
02. Holden	2,081,786	2,058,880	-0.3
03. Ford	1,877,704	1,654,216	-2.9
04. Mitsubishi	932,292	921,909	-1.35
05. Nissan	732,184	736,431	0.7
06. Mazda	709,491	751,968	7.2
12. VW	193,091	218,971	16.3
14. Kia	175,036	190,806	10.9
17. Peugeot	80,597	83,051	3.7
18. Audi	71,590	82,205	18.0
19. Volvo	74,511	73,362	-1.8
26. Renault	23,999	24,750	3.8
27. Alfa Romeo	23,042	-0.1	
29. Citroën	21,128	21,802	3.8

The gain is adjusted for the 10 months between counts.

Colliers Automotive Services

We can do anything to your Peugeot except speak to it in French! *(But we're working on that one, too)*

For quality Peugeot and Renault repairs and parts phone David Collier on 9682 3383.

7 James Ruse Drive, Granville, Sydney, NSW 2142

Email: colliersauto@bigpond.com.au

Website: www.colliersauto.com



Euro Day 26 August

Ross Berghofer

Lou Casmiri, the organiser of Euro Day at Wentworth Point, has invited us to a new event.

For the past four years the successful Italian Festa has been run at The Waterfront in Wentworth Point (near Sydney Olympic Park) where there are cars from Ferrari, Lamborghini; Masserati, FIAT, Lancia etc.

This year there has been a change of concept to the "Euro Festa" therefore it cannot be Euro without French cars.

The Festa is on Sunday the 26 August and we would be delighted if the Peugeot Car Club attends. It will be a great family day with free entertainment and lots of free activities for kids with the traditional Euro food in our piazza.

If you are interested in attending – I am – please let me know so that I can let Lou know to reserve some places for us.

I met Lou at French car day and put him in touch with the Renault and Citroën car clubs.



French worms come out

The French 203-403 club recently held its AGM in the city of Rodez in the Aveyron region, in the south of France, about 1000km from Paris.

There were 100 people in 50 cars. Our Paris correspondent, Guy Nolleau, who recently had a hip replacement and cannot drive reports: "We had a great time with, as expected, too much food and wine ... a nice region with a lot of things to see.

"The weather was unfortunately not so good, especially on the day of departure. We were passengers in a 203 returning to Paris and drove all the way under the rain without wipers, not unusual for a 203!"

There are hundreds of pictures at www.amoureux203-403.com.

Click on the logo, then below the pic of lots of Pugs in a parking area, click on the text that says 17 au 20 mai 2012 Assemblée générale à Rodez. Voyez les premières photos.



Smarter Pugs keep older drivers on the roads

Scientists are looking at a range of technologies that could reduce risk and improve confidence, writes Kunal Dutta

UK SCIENTISTS have built an “emotionally intelligent” electric car that aims to keep people over 65 on the roads for longer.

Fitted with a range of devices from eye-tracking goggles to biometric technology that monitors heart rates and cardiovascular health, the modified Peugeot iOn will monitor drivers’ concentration, stress levels and driving habits. It is hoped the findings will pave the way for new

technology that will instill confidence in drivers over 65 and keep them safely on the road for longer.

Scientists at Newcastle University created the so-called “Drivelab” as part of a wider research project that comes amid concern for the safety of elderly drivers. Statistics from the Department for Transport suggest they are one of the highest-risk groups for injury or death on Britain’s roads. There are now up to six million licence-holders over 70, compared with fewer than a million 35 years ago.

Phil Blythe, who is leading the project, said: “We have to accept that, as we get older, our reactions slow down and this often results in people avoiding any potentially challenging driving condition and losing confidence in their driving skills.

“The result is that people stop driving before they really need to. We are looking at ways of

keeping people driving safely for longer, which in turn boosts independence and keeps us socially connected.”

The findings may eventually lead to a range of new technologies to help elderly motorists. They include sensors that assist with parking blind spots, “forward-facing radars” that warn drivers how close they are to other vehicles, as well as “heads up” dashboard displays projected on to the windscreen.

The group will also research new satellite navigation technology that is more suitable for over-65s. Instead of the traditional direction-led audio navigation, this could include directions given through visual cues such as an upcoming post box, pub or petrol station.

The research is part of a project funded by the Research Councils UK Digital Economy programme. The car will be unveiled at a seminar on ageing, mobility and quality of life in the US in June. Trials will continue over the next year.

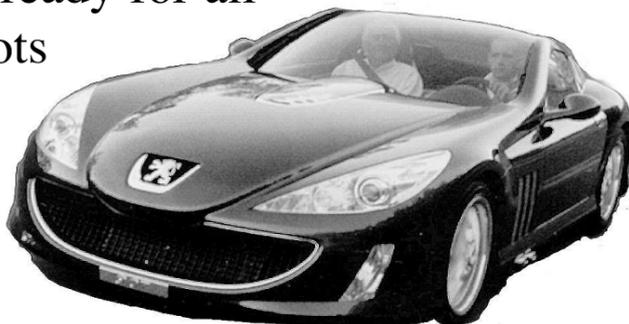
— from the Independent.

Late Robert East collection Auction

The Peugeots belonging to the Deceased Estate of the late Robert East will be auctioned at Big4 Easts Beach Holiday Park – Kiama NSW on 18 August 2012. Phone 0402 093 759 for details.

1954 203 Peugeot Sedan	rego Exp 30/9/12	Maroon with cream leather bench seats. Fully restored Condition — excellent
1966 404 Peugeot Sedan	rego Exp 19/6/13	Colour — green. Features — set up for rallying includes roof racks & spare tyres Condition — exterior good, interior fair Was driven in the 2003 Redex Rerun
1974 504 Peugeot Sedan	rego Exp 19/2/13	Colour — mustard. Features — manual transmission, alloy rims. Condition — very good
1976 504 Peugeot Sedan	rego Exp 9/6/13	Colour — white. Features — automatic transmission, new tyres Condition — good
1981 505 Peugeot Sedan	rego Exp 27/8/12	Colour — champagne. Features — turbo/petrol, manual transmission, 1 owner, 197,000km, New tyres. Condition — excellent
Peugeot Scooter	no rego	Colour — black Features — Speedfight 100, early 2000s model, only 450km Condition — excellent
1950s 203C5 Panel van Peugeot	no rego	Poor condition
1950s 203v64 Wagon Peugeot	no rego	poor condition
404 Peugeot Sedan	no rego	poor condition

We're ready for all Peugeots



P504 – Peugeot Specialists

Now at 5 James Street, Waitara
n Service and repairs n New and used parts
Phone 02 9477 3729 02 9476 6066

They copied workshop manuals

A COVENTRY magistrate and his son ran a business at home making DVD copies of Peugeot, Mercedes and other brand factory workshop manuals for nearly two years until police raided his home.

They were advertised on ebay for £7.50 and police estimate around about 3,500 copies of the counterfeit discs were sold.

The 38-year-old company director son was jailed for a year for copyright infringement.

The magistrate, who had stepped down from the bench when his illegal activity was discovered, was ordered to pay £12,000 within six months or he would be jailed for eight months.

— from the Coventry Observer.



No diesel engine for Peugeot 208

Diesel snub: Peugeot believes it is becoming harder to justify small diesels in Australia, with models like the 208 to be petrol only.

Mike Costello

PEUGEOT AUSTRALIA has outlined plans to move away from diesel power in its smaller cars as customers instead flock to cheaper and increasingly efficient new-generation petrol engines.

The decision marks a substantial shift for the French company, which was among the first to offer diesel-powered passenger cars in Australia but will now offer its all-important next-generation 208 light car with only a trio of petrol engines at launch in September.

Peugeot Australia director Bill Gillespie said last week it was becoming harder to justify diesel power in smaller vehicles in the local market, saying that petrol now makes up a bigger proportion of sales on key models like the 308, as well as key rivals such as the Volkswagen Golf.

"It's our view at the moment that diesel demand is pretty flat, based on the fact that the diesel/petrol (price) gap is still poor in Australia," he said.

"In most cases, the factories ask you to pay more as a consumer to get a diesel, and if you are talking a \$3000 to \$3500 (price premium in the showroom) on diesel, and you're paying more at the bowser, what we're seeing is that diesel demand is flat and reducing.

"Look at the new (petrol) 208; I drove that car a couple of weeks ago and it's very fuel efficient, (so) why would you need the diesel?"

While small diesels were once markedly more frugal than their petrol cousins, the proliferation of 'downsized' turbocharged powerplants with fuel-conserving technologies such as idle-stop has significantly eroded this gap.

Among the petrol engines offered on the forthcoming 208 will be a 1.2-litre three-cylin-

der unit that returns a fuel consumption figure of just 4.5 litres per 100km on the combined cycle – a figure matched by only a handful of small-capacity diesel engines.

Mr Gillespie denied the move was a major departure for the brand, but that it was simply "recognising the reality" that Australians are buying more fuel-efficient small-capacity petrol engines instead.

"We want to keep our diesel – we're not walking away from that; that is our brand DNA, we grew the brand on diesel," he said.

"I'm just saying we don't want to sit there and sell diesels and ignore the market demand. That's not good business."

Mr Gillespie said the company was still committed to diesel power on larger and more expensive cars like the 508, which can better absorb the price discrepancy and where the advantages in fuel consumption are more apparent.

While the popularity of diesel engines in light and small passenger cars is on the wane, the opposite is the case for the booming SUV market, with private sales of diesel SUVs up a substantial 62.2 per cent in the first half of this year.

Mr Gillespie said Peugeot would continue to look to diesel engines in this area of the market, "but we want to be careful, and there's no way we're bringing cars to market that have very low sales potential just because they're a diesel".

Case in point is Peugeot's recently-introduced 4008 compact crossover, which is not sold here with a diesel option as the company could not source an automatic transmission.

— from *GoAuto.com.au*

208 R2 update

Development work on the Peugeot 208 R2 is continuing with a view to its scheduled launch in November. The next major step in the new car's programme will be an appearance on the Ulster Rally. After serving as 'zero car' on the Tour de Corse, the 208 R2 will make its second 'competitive' outing in the hands of Craig Breen/Paul Nagle.

Ahead of its trip to Ireland, the latest Peugeot Sport-designed and developed hot hatch will have covered 4,142 miles in eight separate test sessions, plus its run at last May's Tour de Corse. A balanced proportion of that distance has been on gravel (44 per cent), while the remaining 56 per cent has been on asphalt, of course. In addition to the different test sessions that await it, a number of other rallies also feature on the 208 R2's development calendar.

For its second public appearance, the 208 R2 will run the same specification that was seen in Corsica. This time, however, Peugeot Sport has recruited the services of Craig Breen, the driver who has so far covered the furthest distance in the 208. The youngster has profited from his extensive experience of the R2 class to clock up no fewer than 1,045 miles at its wheel. He will be joined for his return to the stages by Paul Nagle, Kris Meeke's usual navigator.

The event will be an opportunity to showcase the new car's potential to an audience of Irish and British rally teams and drivers, with whom the R2 class is particularly popular. From a technical viewpoint, Peugeot Sport will use the rally to validate the car's set-up on the low-grip, bumpy asphalt that is frequently encountered in the sport. The 208 R2's international promotion programme will then continue with visits to four other major European rallies, including the Sanremo (Italy) and the Rallye du Var (France).

Setting the pace in cool

35 years ago

1977 Peter McKenzie, state manager of Renault Australia, presents the club with a magnificent Peugeot flag at the club's Bastille Day Ball, which was very much a Fantastic Dress occasion.

After the trauma of an engine change, Paul Watson proposes a club service of exchange engines, gearboxes, pressures plates and so on, to give members savings through their numbers.



Kennel craft: Parting with the family Peugeot 306, Jenny Toyer recalls how well suited the hatch was for weekends away on the show dog circuit with two adults, two German Shorthaired Pointers, tucker, camping equipment and all creature comforts.

30 years ago

1982 Plans under way for a weekend in January to celebrate the club's tenth anniversary, including a special commemorative port, limited to 203 bottles.

Jeff Barker tries the new Peugeot turbo diesel, admitting some initial reservations about a diesel being a diesel, but declares it a magnificent car.

Bastille Day celebrated at Le Paris restaurant in Pennant Hills with a special four-course menu and after a few glasses of wine, Norm Hoare recalls his youthful exploits in Kings Cross.

Members' favourite slides shown at a club meeting included the Toyers' wedding with their blue Peugeot 203 and beardless Jon Marsh with his first Peugeot 403 in 1971. Blasts from the past Paul Watson, Richard Stanley and Ian Hoole dropped in.

25 years ago

1987 Eight family groups turn up for the bunkhouse weekend at Chris Hall's Riverwoods Downs, with lots of Pug talk and quite a few late night ports.

The club donates t-shirts to the Peugeot 404 team of Jaap Emmelkamp, Bob Sprague and Vic Field and the Peugeot 203 team of the Gray brothers in the Bourke to Barrier Reef bash.

John Hunt spots two unusual spellings – Peugeotot and Peujot.

20 years ago

1992 Guest speaker Neil Crompton gives the inside story of racing

in a Peugeot 405 at Bathurst. He wasn't very enthusiastic about his drive until he actually experienced the car, but said much race time was lost replacing the many rotors and brake pads that chewed up.

Production of Peugeot's new 306 at Ryton is 18 months off and it will be built on the Citroën ZX platform with an improved spec.

Close to 100 cars and 200 people at All French Car Day at the Lakes at Chipping Norton.

15 years ago

1997 What a surprise for members when a big envelope with the racing Lion turns up containing a bigger and brighter Pugilist! The mag makes its debut in A4 size and is printed in the Yarra Valley by Victorian clubber Jeff Gill, who also prints Torque, the Victorian club's mag.

First rain in 10 years on an All French Car Day. Club president Michael Loney blows up his turbocharged Peugeot 504 on the eve of a sporting day at Hampton Park. Paul Watson doing a Rumpole act in court over a unregistered car permit. Anne Cosier misses out on a free tow because the NRMA has dumped its early membership records.

The Pugilist disclosure that Australian Peugeot 504s are being chopped up, and exported to the Middle East is picked up as a national news item.

10 years ago

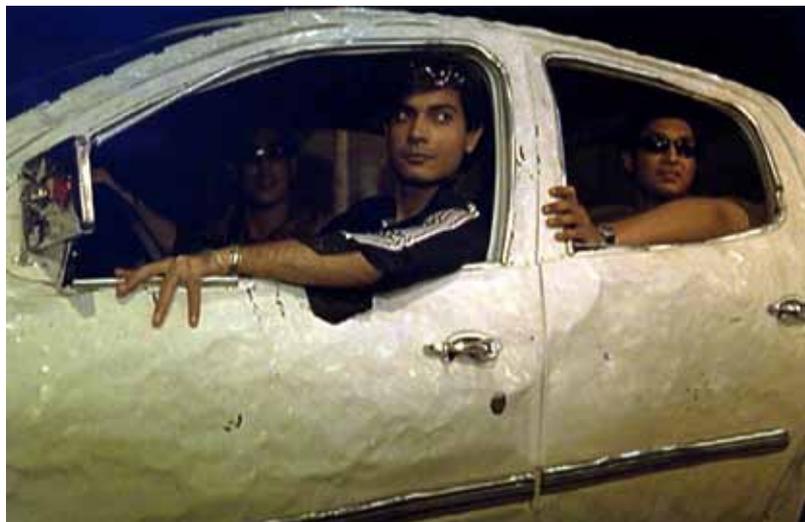
2002 Organising the Redex rerun for 2003, Graham Wallis finds veteran drivers not so interested in doing it in an early Holden or Ford again. They'd rather have something classier and comfortable like a Peugeot 404.

Much as Wal Glading admires Peugeots, he yearns for one with a sonorous exhaust note that brings the hairs up on the back of his neck like his Fiat 1500 pulling 5,500 rpm through the gears.

Thirty-three Peugeots and the local paper turned up at Harry's Picnic a pleasant winter lunch that Harry and Jennifer Witham organised at Ballina.

Five years ago

2007 Steve Palocz's son John buys his first Pug, a 406 coupé that outshines his proud dad's



Sculptor's triumph: A great new TV ad shows an enterprising Indian lad fashioning his own cool Peugeot 206-type hatch in 2002 with help from an elephant, a sledgehammer and a welding torch.

collection but is in the family V6 tradition.

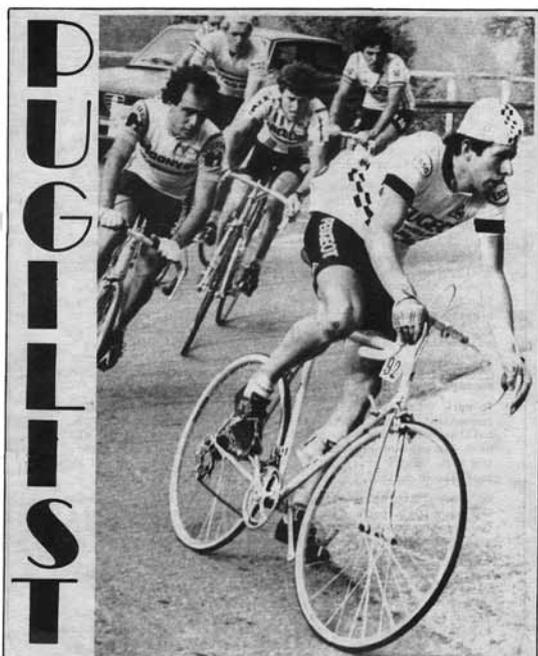
The club plans a visit to the Historic Aircraft Museum and it turns out that Simon Craig has a website devoted to its restored Qantas Lockheed Super Constellation at <http://www.users.on.net/~simonlc/connie.html>.

Sadly, James Bell has to sell his straight, rust-free 1969 Peugeot 404 because his mum won't let him keep it in her garage.

David Bean coins a term for a sexy Peugeot – a dirty weekender.



Looking the part: John and Guia Baird covered their blue Peugeot 404 wagon from rain because they were under orders not to wash the outback dust gained on its circuit of Australia until they had displayed it at the 2007 All French Car Day.



Those were the days: Peugeot's Tour de France team featured on the August 1982 magazine cover.

Prettier with the Peugeot

Peter Wilson

IT'S NICE TO see a pretty postcard scene and what better than a "postkaart" with a Peugeot!

"Majestic peaks tower above the road as it winds through one of the country's most breathtaking passes," the caption says.

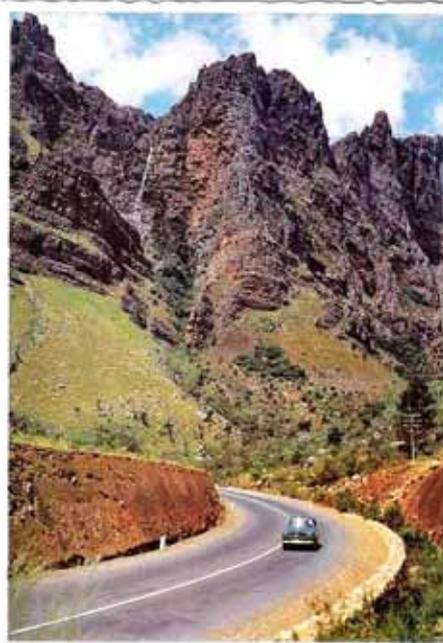
When South African club president Dawid Botha saw the card for sale on the internet, it was an inspiration.

"I must drive out to the exact spot for a pic with my 403!" he emailed his friends when he shared the card. "Should be interesting! Road has been upgraded (read 'improved') significantly with a new tunnel, double roads etc..."

Du Toitskloof Pass is in the West Cape on a regional road between the towns of Paarl and Worcester and named after the 17th century Huguenot settler who discovered it. The most majestic peak is De Toit Peak towers to 1,995 metres so it attracts windsurfers as well as climbers.

There is probably plenty of snow at this time of year as well as views of the Cape Paarl wine growing area and on clear days, Table Mountain.

It remained an animal track because build-



ing a road was rule out because of the expense. During World War II, Italian prisoners provided the muscle to build a dramatic road that climbs to 820 metres in 48 km. There an impressive viaduct on the Paarl side as well as a long curved tunnel added as a short cut in the 1980s.

It should be a nice run for any Peugeot but Dawid should take care. It is listed on the world's dangerous roads website.

Johan Loubser

I received the April issue of Pugilist while touring our neighbouring country of Namibia.

You can imagine my surprise when I opened the file to find my brother Ian's 505 Dangel on the cover page and not to mention the great article on the "Pug on high heels".

This car is also very close to my own heart as I received an email in 2011 from a club member from our far Northern Province of Mpumalanga, directing me to an advert in the national electronic Junk Mail for this rare 505 Dangel.

I immediately contacted the owner in the province of Kwa-Zulu Natal and requested some detailed photos which he forward the next day.

I was totally stunned with the beautiful condition of the 4x4 wagon and not having the money and space (in that order!) to add the Dangel to my Peugeot collection, I immediately turned to Ian in order to come to the rescue.

I have toured Namibia with my latest 4X4 family member, the Land Rover Discovery 3 with 2.7-litre diesel engine from Peugeot (they say) – well, at least, as I understand, that is the main part of the Disco heart.

Nevertheless, I have a huge off road challenge ahead in taking on the 505 Dangel of my brother with my Disco 3.

Hoping to forward you a complete off road test comparing the abilities of the Dangel v. the Disco.

It's a tribute to the Pug design and durability that Johan is prepared to challenge a 1980s Dangel with his more powerful 21st-century vehicle.

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

Library update

Brendan Fitzpatrick

I WOULD LIKE to pass on a big thanks to everyone for all of the books and workshop manuals which were returned over the past month. There has been over a dozen books returned and there has also been several reference books donated to the club by members. These will all be included

on the updated book list when it is finalised.

However, there are still 12 books listed which have been loaned out. They cover mainly 203 and 403 models workshop and technical manuals and one 205 Haynes Workshop manual. If you have any of these please let me know.

I can be contacted by email at: jessbren@bigpond.net.au.



NOW ALSO IN SYDNEY

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

Carrying the largest stock of parts for these marques in Australia.
Club discount on production of current membership card. Mail order.

321 Middleborough Rd
Box Hill VIC 3128
Ph: (03) 9899 6683
Fax: (03) 9890 2856

Unit 3/10 Pioneer Ave
Thornleigh NSW 2120
Ph: (02) 9481 8400
Fax: (02) 9484 1900

eai@eai.net.au

www.eai.net.au

For sale

203C, 1955, Body good - Royal Blue, recently used as wedding car. Chrome redone. Headlights upgraded, with relay system installed. Interior good - Seats, carpets in good order, headlining like new. CD player, heater. Mechanically excellent. 403 block, 203 head = larger capacity, higher compression. Full synchro gearbox in good order. Clutch rebuilt; new friction plate, new thrust race, pressure plate machined. Worm drive diff in good order, spare STH 140 oil supplied. Brake cylinders recently refurbished. As new tyres. Fully serviced, all oils fresh and correct. 11 months full NSW registration, ABS50S. Workshop manual Spare parts catalogue. \$7,500. Chris Ralfs, 0431 205 756, 02 6495 6468, chris.merrill@bigpond.com. Photos available.

403B. Rego: CAR403. Needs some trust cut out to pass rego, but rego

expires in early August. \$3,500 ono. Photos on request. Stewart Townend, Hornsby. 0438 673 338, or email: stewart.townend@studioartes.com.au

404 Cabriolet, manual, 1965, Vehicle Identification no 4498346. This car was sold (new) in USA 1965, and is currently under restoration. Many parts have been restored, with the body at the next stage. Many new and second-hand parts included, eg new right-hand drive dashboard, new LH front mudguard, spare windscreen, new front and rear shock absorbers, drop-on hard top etc. Great opportunity for the collector. Full records kept. Located in Melbourne, price \$25,000. Contact Daniel on 03 9428 7270 business hours Monday to Friday.

406 D9 Coupé. 2001, silver, 3L V6, 5 sp man. Price slashed - urgent sale. Reg to May 2013, \$8,950 ono, offers invited, photos available, retaining number plate. Paul Howard, Crookwell/Goulburn 02 4836 7245 -

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 21 AUGUST. 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.

pfhoward7@gmail.com

504, 1979. One owner, silver blue. Interior very good condition, has reconditioned Ti motor, 4 sp manual. Sunroof and A/C, good service record, always garaged, last rego 12/11 Need garage space \$2,000. Also a second Ti available for parts \$250. David Fryer, Lismore NSW 02 6621 9976 or 0416 219 946

505 GTi, 1984, 200,000km. Silver, good condition, good tyres. NSW rego to May 2013. GTI905. Car Is at Maitland. \$3800. Rod Farrell, 0402 063 052

505 GTi Sedan, '85 build-86, 5 speed manual. Ex Peter Portelli

car (Portapug), 225,700km, registered to Mar 2013 (pensioner). 15" mags, good interior, fair-good body, radio/cass, \$3,500. Near Nabcac, David 02 6559 1296 or 0424 046 203

505 GTi wagon. 1990, 4 speed auto, 8 seats, steel wheels, 170,000km, reg to 23/6/13, \$4,000 ono, Chris, Taren Point, 0417 194 880

Parts

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

Oils for HDi engines with Particulate Filters

Mark Besley

YOU MAY RECALL that in previous columns I have discussed the need for special engine oils to be used in Peugeot HDi engines with particulate filters.

I won't repeat the full text of the previous articles, but for those who missed them, a brief summary: Modern diesel engines are fitted with a particulate filter (mandatory in Europe but not in Australia currently) so that unburnt carbon particles can be trapped and not emitted into the atmosphere as a cloud of black soot which used to be the trademark of a diesel engine.

However there is still a lot of soot generated and so the filter fills up quickly with these particles. It is not feasible to change the filter every few hundred kilometres, so the engine management system has a method to "burn off" the carbon when it detects that the filter is getting clogged.

Carbon burns off at high temperature (forming carbon dioxide) and can therefore be fully eliminated from the filter. However, problems arise with the presence of other things that cannot be fully burnt off and leave residues after the burning-off process.

Some engine oil additives in particular can leave ash in the particulate filter. Ultimately this can lead to a clogged filter that cannot be cleared by the "burnoff" process and therefore requires expensive replacement.

For this reason, Peugeot specify the use of "low ash" engine oils in their FAP models. Although several manufacturers now make oils that meet this requirement, the Peugeot recommended oil is Total Quartz INEO ECS 5W30. This oil is available through the Peugeot Dealer network and some other outlets.

This issue led Paul Watson to contact me recently in relation to the servicing of his 308 HDi. The dealer had used Shell Helix Ultra

Extra, which is also a fully synthetic low ash oil but had charged over \$100 for the oil, well above the price that this oil could be purchased for through normal retail channels.

This prompted Paul to write to Peugeot Australia and I think that their response is worth repeating here.

The recommended factory oil for all Peugeot vehicles is Total, however most competitor oil companies have compatible oils that many of our dealers use for a variety of reasons.

Whilst it would be inappropriate for me to comment on the Shell pricing, you should also be made aware that purchasing bulk oil does not always attract a cheaper price than packaged oil, the oil business is complex with many pricing structures and strategies.

The engine oil that Peugeot Automobiles Australia recommends for your vehicle is Total Ineo, 5W/30, being a fully synthetic low ash oil.

The recommended list price for 5 litres of the Total oil is \$86.35 excluding GST and this product is available through the dealer network upon request.

Thank you for your feedback and if I can be of any further assistance, please don't hesitate to contact me.

Kind regards

Mark Fowler, National Customer Services & Fixed Operations Manager

Sime Darby Automobiles Pty Ltd, t/as Peugeot Automobiles Australia.

I see no reason not to follow this recommendation and my advice is that owners of Peugeot HDi vehicles equipped with particulate filters request the use of this oil when their vehicle is serviced. I would also recommend checking your invoice and querying any charge in excess of the recommended price.

I also had a look at the Total Oil Australia website and you can find the specifications for the recommended oil here: <http://www.totaloil.com.au/Pages/content/NT0000C34A.pdf>

com.au/Pages/content/NT0000C34A.pdf

It is not the best translation from French, for example: Low SAPS generation oil especially developed for PEUGEOT AND CITROEN engines. Its very high technology allows fuel savings and optimizes the fonctionnement of the anti-pollution systems, such as the Diesel Particulate Filter. The French word "fonctionnement" translates to "functioning" but note the different spelling. The information on the Total website does confirm what Peugeot Australia are saying, and I note the "PSA PEUGEOT & CITROEN B71 2290 Homologation".



I was also interested to note that Quartz INEO ECS 5W30 is recommended for Peugeot, Citroën and Toyota. However there is a different (similarly named) product: Quartz INEO LONG LIFE 5W30, also for diesel engines with particulate filters. The latter product is recommended by VW, BMW, Mercedes and Porsche. I would be curious to know how French and German requirements differ.

— from Torque

Simon Craig

Iwent to my local Peugeot dealer's parts desk a few days after reading this article, and was quoted \$113.98 for a five litre bottle of INEO ECS 5W30.

If you start with the \$86.35 that Mark Fowler quotes, add a 20% markup and then add GST on top of that, it rounds out nicely at \$113.98.

I'll certainly continue to avoid buying the correct oil at my local dealer's inflated prices.



PEUGEOT
MOTION & EMOTION

PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 4920 3211 02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
Bayford of South Yarra	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721 100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 92 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom Service Parts Unit	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400 07 3253 1440 07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDBERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

AFTERcare

WE CARE FOR YOUR PEUGEOT AS MUCH AS YOU DO

With Peugeot's new menu priced service, you can enjoy true peace of mind. You start with a known price and finish with your Peugeot serviced by people who are Peugeot experts. People who are factory trained to perform all the necessary checks and services. People who love Peugeots. It's the type of care no one else - except you - can match.



IF IT'S NOT A PEUGEOT GENUINE PART, IT SHOULDN'T BE IN YOUR CAR.

No other parts guarantee the integrity of your Peugeot, or come with our 12 month unlimited kilometre warranty.



PEUGEOT
MOTION & EMOTION