

the pugilist

September 2012

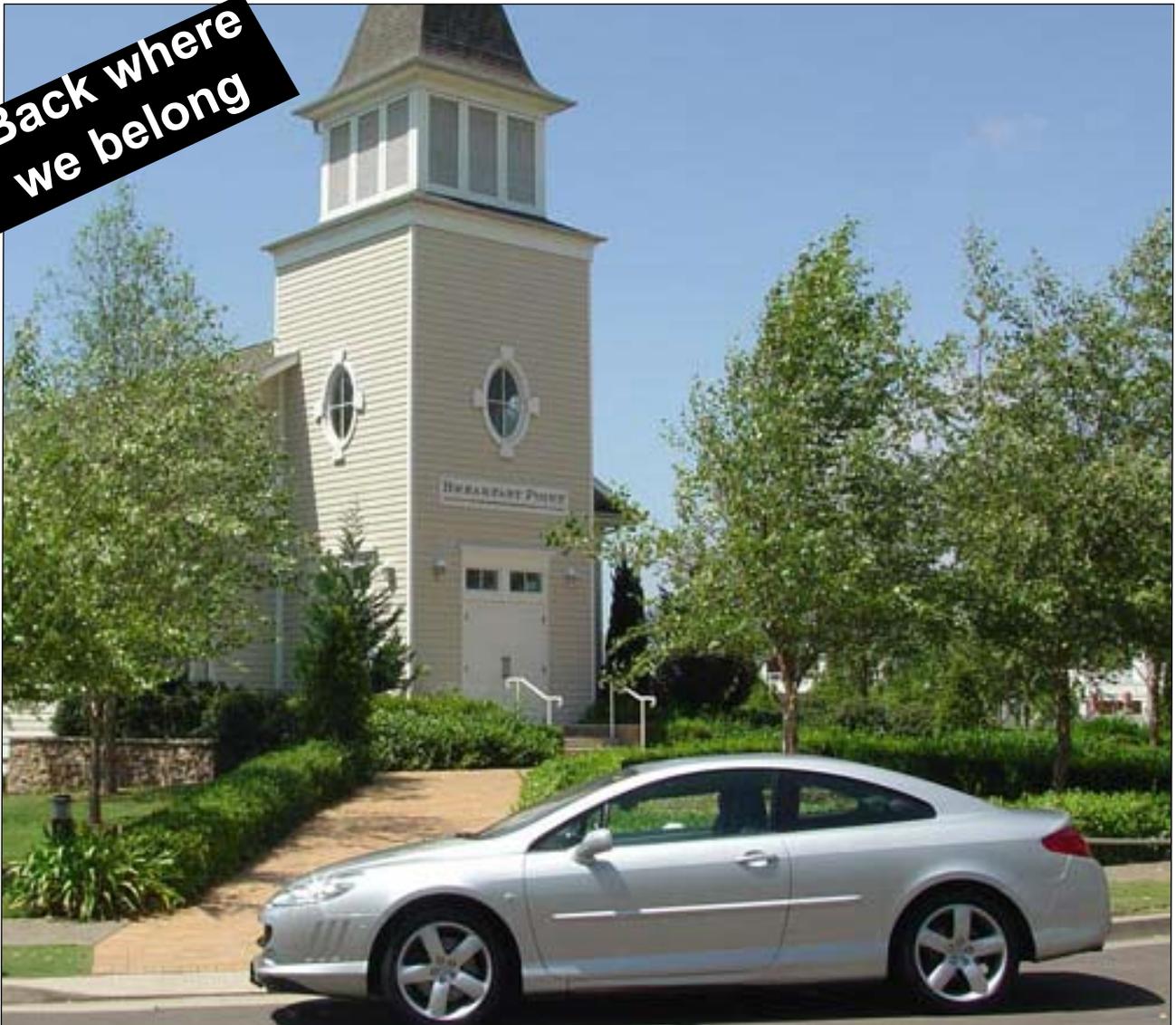
Magazine of the
Peugeot Car Club
of NSW Inc



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French touch in Pebble win

Peter Wilson

It was a triumph for Parisian elegance at this year's Pebble Beach concours in California last month.

The 1928 Mercedes-Benz 690S Saoutchik Torpedo that won the coveted Best in Show title from a field of 220 wonderful autos was a 1920s super car equivalent with French-built coachwork at an event that lived up to its tradition of attracting extreme wealth in automotive collecting.

The M-B was one of eight built and just one

The cover

A photo sent to the editor by Ted de Lissa soon after Pugger Buggers last year. It was taken on 12 May, 2011. Unfortunately, he didn't disclose who the author of the photo was.

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of three with a truncated windscreen.

Russian-born Jacques Saoutchik – famed for his high quality and sometimes extravagant designs from his Paris-based firm for brands including Bugatti, Cadillac, Delahaye and Pegaso – did the nicely restrained design for Count de la Bastille of Monaco.

Hollywood warbler Al Jolson had one just like it.

Racing versions shared the super-charged 6.8-litre engine and victories included Nurburgring in 1927.

The winning car was first shown at the 1928

Shopping in Paris: When Arnold Schwarzenegger took his daughter Katherine shopping, the paparazzi were waiting to snap them wherever they went. In this shot she is nicely framed between two Peugeots as she made her way from a limo, but as she didn't even look at them, cars were not on her list.

New York Auto Show and sold to Fred Bedford, who showed his appreciation by driving it until his death in 1952, when it went into family storage for 30 years.

Texan Paul Andrews bought it from its second owner in 2010 and undertook a meticulous, no-expense-spared restoration even though the car was in great order. The Mercedes stampings on the mechanicals are all correct, as are the Saoutchik stampings on the panels. The car is fitted with completely correct pieces, down to the nuts and bolts that hold it together.



At times the mind boggles at what Essex girls do.

The latest is a diamond jubilee makeover for a Peugeot RCZ. Cara Kilbey, from the UK TV show TOWIE (The Only Way Is Essex), has been seen around London in the crystal-studded Pug, with matching sandals, of course. A total of 61,000 crystals went into the "design".

Driving was castmate Billie Mucklow, in the red outfit. They launched their "Limited Edition Peugeot RCZ Bling Whip #diamonds" beside the HMS Victory.

Presidential pug term extended

Ross Berghofer

AT THE CLUB'S annual general meeting on 1 August I was the sole nominee for the position of president and thus was elected unopposed. I am delighted to be able to represent our club in this position. Maybe next year there will be another member prepared to take over.

We welcome to the committee Paul Pracy who is interested in devising a way to make the club attractive to younger people and encourage them to join.

One step the club has taken in this direction is to load the 2011 club magazines into the club website. Another is the new Facebook site, set up by editor and webmaster Simon Craig, at: www.facebook.com/pegeotclubofnswinc

The position of secretary was not filled, there being no nominations. To John Geremin — who has retired from the position — on behalf of the club I offer a huge thank you for your invaluable contribution and offer best wishes. The committee's task is to now determine how best to cover this important position.

Brian Jubb stood down as social secretary after a successful three years. On behalf of

members, I thank him for his fantastic contributions. The position of social secretary was not filled, but after the meeting, Graeme Foster offered to take on this role and his offer was accepted. Graeme will operate from his home on the Central Coast and because of the distances involved will not be expected to attend committee meetings, which are held at the Parramatta RSL club on the second Wednesday of the month.

The result of the election is that many of the former committee members were re-elected. This is good news because they all have a strong determination for the success of our club.

But we do need a merchandise manager; this is not a committee position. The club's merchandise is stored with Anne and Graeme Cosier, but they cannot manage the stock. A volunteer is requested to take this over. This job is a major money earner for the club funds.

Club name badges are available and they are the ideal way to introduce yourself to others and at the same time promote the club. The clip on badge uses a magnetic attachment, so there are no pin holes or clips to damage your clothes — no doubt being Peugeot regalia. The new badges are just \$14 each. Contact me at ross.



berghofer@gmail.com if you have not already got one and want to buy one.

The September 2012 edition of Australian Classic Car has a short article on French Car Day. The article is heavily edited, because the person who wrote it asked me a few questions about the organisation of the day, which do not appear.

And note in your diary that the 3 October club meeting will be at Shannons auction rooms at Reserve Road, Artarmon.

In the meantime, keep on Pugging on.

Letters to the editor

Bryan Eyre

As I read through the August Pugilist I noticed a picture of a black 205 GTi that apparently is not supposed to exist [that's not exactly what the caption on page 16 said, but I won't quibble about getting something that proves people read the magazine — Ed].

I have attached a photo of my own 1985 1.6litre GTi that I have running on the road.

Colour is black (paint code P3XY) with red carpet and grey red seats.

The vehicle came in as an import from Singapore and sat in storage for eight years. I purchased it three years ago and did nothing to the body except for a polish.

It took me twelve months to restore, with rebuilt engine, transmission, suspension and brakes. It weighs only 750kg (has no power steering or air con), engine output 115hp at 6,250rpm.

This model was very revvy and surprisingly fast.

— Bryan is editor of *The Lion*, the magazine of the WA club.

My 205 GTi is also black



A monthly WOW!

Dawid Botha

Your mag always draws a WOW from me. Thanks again — splendid!

How I would love to join you guys on that Redex rerun with my 404 wagon. We will probably be in France...

We are back from our 4,945km trip to the south of Namibia and a story and pics will follow.

Many gravel and stone roads, but no punctures. I did take two spare wheels along, just in case.

We met many splendid people and had a great time, mostly camping. We did take an electric blanket!

— Dawid is president of Club Peugeot Afrique du Sud.

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Worm Weekend

20-21 October



Paul Watson

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

The SA French Car Day will be held at Modbury in Adelaide's north-west on 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@iinet.net.au

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

Highlands Motorfest

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.

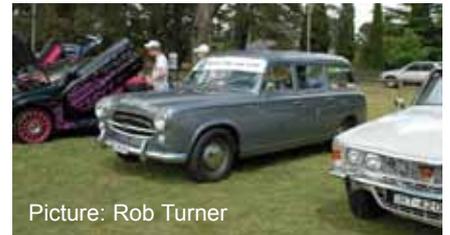
If you listen very carefully, you might even hear the huge silent auction they have planned.

Sunday 28 October

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.



Picture: Rob Turner

Check your Club diary

Wed, 5 September

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

Sunday, 8 September

Coates Hire Temora 1000, Temora

Wed, 12 September

OASIS run to Belgenny Farm, Narellan Maccas

Wed, 12 September

Committee Meeting, Parramatta RSL, 8pm

14-16 September

Oh 3 Weekend, Nowra

Sunday, 23 September

NSW Motorkhana round 3, Awaba

29 Sept-1 Oct

NE & NW chapter Long Weekend

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

Saturday, 27 October

Marulan Track Day, Marulan

Sunday, 28 October

Highlands Motorfest, Burradoo

Sunday, 28 October

NSW Motorkhana round 4, Awaba

Sunday, 11 November

NSW Motorkhana round 7, Ansell Park

Take off with Commodores at Temora

Helen Louran

The NSW Commodore Owners Club is inviting fellow low flyers to enter the Coates Hire Temora 1,000, a timed single release 1,000-metre sprint on Temora's airport runway on Saturday, 8 September.

The fastest time last year was 20 seconds and the top speed was just shy of 200 km/h.

Yes, Temora has spread its wings to become more than just another country town with a war birds aviation museum and entries are open for all club motor sport enthusiasts to this big annual event that offers fast, safe fun.

Places are limited and preference is being given to 2011 entrants.

Go to <http://www.hsvclubnsw.com/index.php?p=234> for competitor Information, supplementary regs and an entry form or contact nswccinc@yahoo.com. A CAMS L2S licence is needed.

Participants or spectators should book accommodation in Temora independently and

quickly. Alternate accommodation is in Wagga, about an hour away.

After the runway action an award presentation and dinner will be held.

Some highlights from 2011 can be found at <http://www.youtube.com/watch?v=WlkBebbQjQE&feature=plcp>

Incidentally, Temora's next Warbirds Downunder will be towards the end of next year.

Tasman Revival

Another big sports event to note in the diary is the Tasman Revival at Eastern Creek on 23-25 November.

The 2012 Tasman Revival is an unrivaled opportunity for racing car enthusiasts to experience the excitement of 1960s "formula cars" and 1970s Formula 5000 cars in full flight with over 30 racing events over three days.

Spectators can soak up the sights, sounds and tremendous atmosphere of historic motorsport over three days of almost continuous racing, with close trackside access to races, cars and drivers. Presented by the Historic Sports & Racing Car Association of NSW, the 2012 Tasman Revival will bring together ex-Formula 1 and Indy cars including Ferrari, McLaren, Spirit



Brabham BT24. Photo: Peter Schell



Honda, Brabham, Surtees, Lola and Lotus.

A grid of fearsome Formula 5000s will feature at the event when over 12,000 hp rattles the windows and shakes the ground of Eastern Creek.

Other categories will be there too – production sports cars such as Austin Healeys and Porsches, touring cars including Mustangs and Falcon GTs and single seaters from Formula Vee through Juniors and Formula Ford to F1.

Many of Australia's best known drivers will be at the track with opportunities for autographs. Patron of the Tasman Revival Frank Match AM, two-time winner of the Australian Grand Prix and builder of some of Australia's most iconic and successful racing cars will be attending on Sunday.

I attended last year with Neale Drennan, Ted de Lissa, Reg Short and Peter McCabe and despite the late rain, was a thoroughly enjoyable event.

Details at www.tasmanrevival.com.



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www.interlude-tours.com

Helmets ready? More thrills and skills on track

**Bookings
already taken!**



27 October

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 15 yr olds up and you're all invited – to drive or to make it a social day by watching the action; you can bring lunch or dine at the café.

The start is about 8.15 am for check-in, documentation and registration, and to hire 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: 15 years up, even without a full road licence (we do encourage this driving experience).
- Beginners: No track experience.
- Intermediate 1: Little track experience.
- 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 familiarisa-

tion walk around the 1.1km track to point out recommended driving lines and suggest gear selections for the corners.

Groups then begin in turn their 12min, 10-laps runs with several cycles each until the 4pm 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 per driver plus \$30 for a Marulan day licence good for 12 months unless you already have one or a CAMS licence.

Juniors pay \$110 each plus \$20 for the Marulan licence. Both Licences are paid at Marulan.

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

The centre is user friendly, has 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 www.peugeotclub.asn.au, click on Events, scroll to bottom and you'll find a PDF Form.

Entries can be sent to sporting@peugeot.asn.au or of course can be posted.

Dress requirements: Cotton long sleeve tops and jeans are fine. Joggers as long as flat soled for driving comfort and safety.

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

If you don't want to drive in the (wee) hrs of the morning you have two choices of nearby accommodation to choose from, they are:

Bundanoon Hotel: 02 4883 6005 or visit www.bundanoon.com.au

Ali's Motel: 02 4841 1330 or visit www.alismotel.com.au

OK, that's it for now, more final and important updates next month.

Any questions or enquiries can be directed to Helen (Peugeot)

helenandneale1@optusnet.com.au or 0413 594 792;



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 Motorphanas, 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

Sales seesaw but Peugeot gains grip on road



Peter Wilson

AFTER EVERYONE has been slashing prices to get new cars off the floor plan and on the road before the end of June, a fall in July sales figures is inevitable.

It was probably not expected that with new registrations of Peugeots improving to 618 units in June, they would be down to 340 in July in the VFACTS report.

Both Volvo with 401 units and Renault with 353 did better.

It was not Peugeot's worst result for the year. Sales had been down to 306 units in January and 337 in May so it was a steady result, a fall in the three-month moving average from 477 to 365, and ahead of the attrition rate, described further down.

But it would have been disappointing for HQ at Homebush. Peugeot Automobiles Australia has not had such a low July result since taking over the Peugeot franchise and year-to-July sales of 2,979 were shy of last year's 3,280 for the seven months.

Prospects had been good. Supplies of its hot number, the 508, and its newest SUV 4008 were on hand, and the 4007 and 207 were moving into bargain run-out mode.

Against this, Peugeot's other big hope, the new 208 supermini, will not be ready for release until its debut at the Sydney motor show next month, the marque is still down two dealerships in Sydney and competitors have been undercutting its 3.08 per cent finance rate or offering longer warranty periods.

The month was against the industry trend and public relations manager Jaedene Hudson decided not to supply the figures for model sales or to comment.

The official result was an Australian record of 86,461 new vehicle registrations, 7 per cent up on July last year.

There was some good news. Although Peugeot slipped to No 23 in Australian sales in July, the marque rose in Australian popularity to No 16 in numbers of registered vehicles.

Peugeot moved up from No. 17, a position it has held for two years, to 85,534 vehicles on the road on January 31, according to the latest vehicle census that came out on August 22. That was a 3 per cent increase since the 2011 census that The Pugilist described last month.

Peugeot leapfrogged both Daewoo and Daihatsu, which have been falling in numbers, but was overtaken by Audi after a 14.9 per cent increase in its fleet took it from No 18 to No 16 with 94,424 cars on the road.

A total of 5,384 new Peugeots were sold between the 2011 and 2012 registration counts that the Bureau of Statistics made.

The 12-month gain in numbers was 2,483 Peugeots. That indicates that 2,701 older Peugeots were taken off the road – written off, retired, wrecked or crushed and scrapped.

This attrition rate of 225 Peugeots a month across Australia, down from 243 a month

between 2010 and 2011, reflects the decline of confidence in the economy, indicating that many owners have been holding on to their older Peugeots for longer than in the past three years, hence the slowing of new car sales.

The attrition rate was 108 Pugs a month between 2005 and 2010, increased to 250 a month between 2009 and 2010 before easing off a bit.

The new Sydney dealerships are still being negotiated. Almost everything is confidential but John Mellor hinted on his GoAuto trade news website that the Dominelli Group would get the nod when he reported Sime Darby's SsangYong Australia general manager Jeff Barber was starting with the group this month.

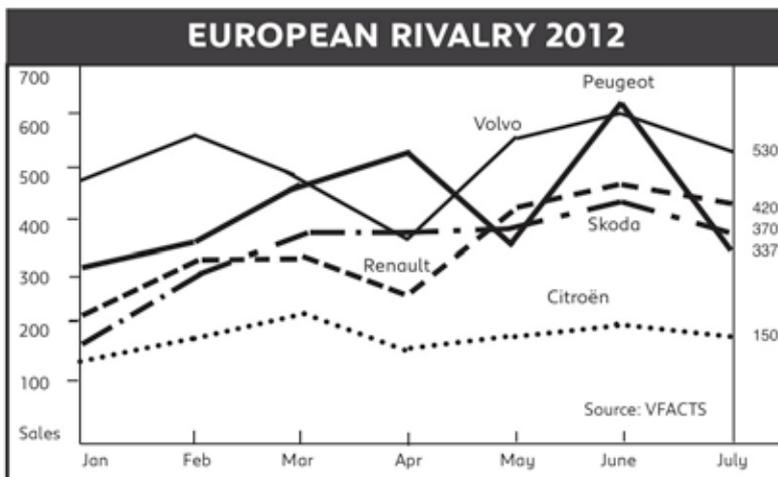
Jeff developed Sime Darby's Peugeot network when the Malaysian conglomerate took over the franchise and implemented the Blue Box programme.

Our trade expert, Paul Playoust, suggested that Peugeot would fit in well with Dominelli's Mazda, Nissan and Suzuki brands. Group headquarters are at Kirawee and it has sites at Rockdale and in the Ashfield area.

There has been nothing official on Sime Darby taking over Citroën in Australia, although distributor Ateco confirmed to GoAuto that it was losing the brand and dealers have been informed.

This is part of the Peugeot group's move for efficiencies in its global operations. It is expected logistics would be combined but dealerships would be run separately.

More musical chairs could be under way. GoAuto has also reported without confirmation from the players that Ateco would gain SsangYong distribution rights from Sime Darby, which has held it since 2008.



An Oasis in Llandilo

GM & Peugeot join forces in Oz

Steve Palocz.

THE AUGUST OASIS run was to the Auto Lodge Car Museum just north of Penrith at Llandilo.

The weather was a perfect spring sunny day just right for a drive in our cars. About twenty five cars from different car clubs went on this run.

Five members from the Peugeot car club came along. Strangely all the Peugeots that turned up were 404s! There were three 404 sedans, one 404 ute and my blue 404 wagon. Most of the 404s were on club plates.

We met at a McDonald's a couple of kilometres from the museum and drove in convoy to the museum's private car park.

The museum was set up by the Opel and Vauxhall Car Club so naturally most of the cars on display were from Britain or were British imports to Australia.

The museum was on four or five acres so there was plenty of room for parking. The main museum had around eighty Vauxhalls and Opels from the fifties, sixties and seventies. Many were rare convertibles or coupes.

Some Vauxhalls and Opels were Commodore or Torana lookalikes.

All space on the walls in the milk bar, museum and garage was crammed with memorabilia. The amount of collecting that had gone into this whole site was immense.

The pictures show the great variety of cars that were on display. There was another shed where unrestored cars were stored.

To enter the museum you had to go through a '50s style milk bar, where we had tea, cakes and sandwiches.

After spending a long time looking at some terrific cars in the museum we checked the vintage garage at the front of the museum and the cars from other clubs that had come along.

Our club should have a visit to the Auto Lodge museum. It is well worth a visit and I would be glad to return.





OASIS run 12 September

Reg Short

The September OASIS run will be a Wednesday run, this month, on the 12 September.

Meet at McDonald's Narellan at 9:30, for a 10:15 departure. We'll then proceed to Camden Park Estate and the birthplace of Australia's agriculturist: Belgenny Farm.

www.belgennyfarm.com.au

A devonshire tea, tour and video about the Macarthur family will \$14 per person. Lunch will be a trip to Camden Golf Club.

Note: this is a Wednesday run.

October Long Weekend New England/Northwest Chapter 29th Sep – 1 Oct

Jim Brear

IT IS BECOMING a tradition to hold our final event of the year near the Queensland border so our regular Queensland participants do not have so far to travel.

This year Doug and Cynthia Earle from PCC Queensland will be organising an event in the Gold Coast hinterland. The event will be based at Canungra, and Doug has reserved 9 rooms for the Saturday and Sunday night at the Canungra Motel.

This should be a great opportunity to explore the often overlooked hinterland, and having the event organised by a local should give us the opportunity to see some of the normally hidden secrets.

At the time of writing accommodation was booked out. If you would like to attend but have not booked contact myself jbrear@coamas.com.au or Doug dougandcynthia@hotmail.com and we can see if we can find alternate accommodation nearby.

It looks like a fascinating area with some great driving roads.

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Social Peugeotots

www.facebook.com/PeugeotCarClubOfNswInc

Simon Craig

The Peugeot Car Club of NSW has been losing membership for some time now.

One of the initiatives the Committee has chosen to combat this trend is to set up a Facebook page.

The Facebook page is primarily a point of contact for people to learn about the club and direct them to our website and hopefully

encourage them to become new members of our club.

Additionally, club members that have "liked" our page will receive regular updates on upcoming events, photos from recent events (like the French Car Day and the Eastern Creek Classic), along with news and photos that other like-minded Facebook groups have set up, like the Peugeot Car Club of Victoria, Peugeot, Peugeot Australia and Peugeot Sport.

At the time of writing, only 16 people had "liked" our page (it's still very new)

Social Media methods like Facebook can be an excellent way of bridging the divide between traditional clubs and magazines and the millions of potential new members out there.

Don't worry, the Pugilist is not disappearing from your mailbox anytime soon (unless you've forgotten to renew your membership recently).



SHARE THE PASSION

3 October

October club meeting

The entrance to the Shannons showroom is on Reserve Rd, St Leonards, just past the roundabout on Frederick St.

Simon Craig

The club's October meeting will be heading back to the Shannons showroom in St Leonards, where club member and ex-president Doug Smith will present some cars that will be up for auction at Shannons Sydney Spring Classic Auction.

It's still early days yet, but there are a number of interesting cars on the ticket, includ-

ing a 1952 Mercedes Benz 220A Cabriolet in left hand drive, a 1980 Volvo 242 GT, a 1958 Scarab Triumph 650cc Twin historic racecar, a 1970 LHD Ford Mustang Boss 302 Fastback and a 1952 MG TD Roadster, to name but a few.

This is a very popular night on the club calendar and the rooms will be open from around 7pm for some viewing before our meeting at 8pm.

Join us in October.



Peugeot Pageant

W O D O N G A , V I C T O R I A

Easter 2013



The Pageant will be held in Wodonga from Friday 29 March to Monday 1 April 2013 with the opportunity to come early and leave late.

Activities will be centred on the Stagecoach Motel, Ph. 02 6024 3044 and adjacent Wodonga Caravan and Cabin Park, Melbourne Rd Wodonga, Ph. 02 6024 2598, where special rates have been arranged.

The Event Registrar is Tim Farmilo - email: tfarmilo@optusnet.com.au - Mob: 0411 240 818.

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

Don Pearson

11-17 November

WE WILL BE leaving from the Grey Gums Cafe, 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.

The run will travel via Singleton, Dungog, Stroud, Gloucester, Wingham, Comboyne, Wauchope then overnight at Port Macquarie.

www.sailsresort.com.au/

Leaving our accommodation at Port we will travel via Wauchope, Walcha, Armidale, Dorrigo and on to Coffs Harbour for our second night

I am still working this one out, but will not be on main roads for any longer than necessary. Accommodation to be advised.

We will spend our third and fourth night in Nymboida at the Coaching Station (02 6649 4126), spending the day in the area.

www.coachingstation.com/museum

Leaving Nymboida on day five, we will travel via back roads including Kyogle and Nimbin until we get to our accommodation at Salt Resort (1300 737 111)

www.mantra.com.au/new-south-wales/tweed-coast/kingscliff/accommodation

On Friday we will travel through the scenic areas of the upper tweed, with a stop at the Natural Bridge, just over the Queensland border. Then back to NSW to Tyalgum, for a late morning Tea or early lunch at the "Flutterbies Cafe". It is then only a short trip back to our Friday night accommodation.

If you are thinking of going, please contact me, so you can be included in our travelling arrangements.

Regards and happy Pugging,

Don and Roslyn

0419 126 704

bikecomm@bigpond.com.au

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.





It's a mission accomplished

Peter Wilson

LES JENNINGS HAD his eye on two Peugeots when he led a Victorian raiding party from Ballarat to Kiama, NSW, to the auction on August 18 of the late Robert East's collection.

They were so determined and confident about their prospects that they brought a traytop truck to help take their booty home from the East Beach Caravan Park.

Les was thrilled when his \$500 starting bid was the only interest in a rusty but original 1950s Peugeot 203C5 van from a crowd of nearly 150 people.

After a thorough inspection before the sale, club member Jamie De Maarg had warned on aussiefrogs the van and a companion wagon had done "a million miles" and had extensive rust in the floors, sills and front rails after being stored close to the sea for the past 15 years or so.

Les pointed out the intact rear swing door, patted another complete panel and declared: "This will be ready for the Redex [60th anniversary] rerun next year."

He has something up his sleeve – at home another Peugeot 203 van that UK magazine editor Alastair Inglis obtained from Chris Hall to convert into a Styleside ute but was deemed too rusty to proceed. Between the two Les has enough panels to make the project possible.

Alastair emailed: "An unmolested 203 van is rare indeed. Les has the facilities to do what he says, too."

Les has already worked on a former East car. He helped complete the restoration of Robert's 203 Styleside ute for Alastair, who drove it on the Cape York adventure.



New project: Les Jennings taking home his ride for the 2013 Redex rerun, a Peugeot 203 panel van.

Les is also looking out for a good white 404 sedan for Alastair's family to take on the Redex 60th and for Alastair to take home to the UK, where good ones are scarce.

Score No. 2 for the Victorians was the 1966 Peugeot 404 sedan that Robert East, Peter Maitland and Graham Morphett had taken on the 50th anniversary Redex Trial rerun in 2003, still in good condition and with its event signage intact.

It had been driven from storage to the auction, but the auction guys flooded the carby when they tried to start it as it came up for sale.

The Victorians were not put off and made the winning bid of \$3,300 on behalf of Leon Schultz, whose grandfather had purchased the 404 as a new car and passed it on to his father – a sentimental triumph that had required careful research of serial numbers.

The team got to work on the engine and soon had the car ready to drive up the hill and to tow it the rest of the way.

Score No. 3 was a 1981 Peugeot 505 sedan in good nick with a turbo fitted to its XN1 engine, a bargain at \$1,200, with a few days of registration left for the drive to Ballarat.

Tow truck driver Greg Park, a PCCV committee member who owns a V8-engined 504, said the 505s with factory turbos had the Douvrin 2.2-litre engine and an XN1 engine with a turbo was rare.

The Peugeots being auctioned had been in storage. Robert, the former mayor of Kiama, had planned to restore his collection of Peugeots, buggies and early farm equipment for a tourism showroom at his beach.

He was eight when his father Bruce, who founded the holiday camp empire, brought home a Peugeot 203 in 1950 and began the family's long association with the marque. Robert died in 2006, but apart from the Styleside going to Alastair, the collection was stored for another six years before they decided to sell it.

His daughter, Jennifer, said: "It was sad to see dad's cars go because we all grew up with them and we drove some of them," she said. "They were our first cars and the orange one (the trak yellow 504) was mine and I loved



The 1966 404 from Robert East's 2003 Redex trip

ones as dad.

"There were so many of them and they were just sitting there not being used. It came down to a business decision. The caravan park could not keep storing them."

Jenny, who arranged the sale because Darren was on a long holiday, was pleased that the Pugs had gone to good homes. "We wanted other people to appreciate them," she said.

The auction attracted a representation of club members there for the seven Peugeots as well as townfolk and farm folk interested in the other items in the sale.

Perhaps it was the economic climate. The Pugs were bargains. The auctioneer dropped constantly his starting prices to get the bids flowing



New mount: Greg Park adds petrol to his Peugeot 505 turbo.

driving it.

"Dad left his cars to my brother Darren. He has later Peugeots, a 406 and a 308. My brother-in-law has a 407.

"We didn't have the same passion for the old

or he started with an offer from the crowd.

For instance, everyone was shy about starting at \$6,000 for a restored Furphy Farm Water Cart, but it went up from an offer of \$2,000 to the \$8,000 fall of the hammer – more than paid for any Pug except for the showpiece.

That was, of course, Robert East's maroon 1954 Peugeot 203, freshly polished, fully registered and in concours condition. It looked magnificent.

This car was part of the mid-1990s wave that saw serious money being put into early worm drive Peugeot restorations.

Robert had almost finished the 203 when he trailered it to display at the Oh 3 weekend at Batemans Bay in 1998.

At the Worm Weekend at Wagga in 2001, Robert and Ray Vorhauer had adjoining cabins to the one Philip Challinor and I shared. When Phil looked out in the morning and saw the two immaculate 203s together outside, he declared: "I'm in Peugeot heaven."

Robert's 203 sold for \$14,500, a fraction of its restoration cost.

"It's my car," Christine Parke-Skelly said with great pleasure as she admired the contents of the clean engine bay with hubby Laurie and her dad, Andrew Lahood, "but dad put in half."



Cover blown: The secrets of the turbo 505 revealed.



Showpiece: Jennifer East gives Andrew Lahood the keys to Robert East's restored Peugeot 203.



PEUGEOT Three generations of the East family with part of their Peugeot fleet



Dad is a member of the Lahood auto trade family and based at Fivedock. He confessed to being a long-time admirer of French cars, having owned some more recent Pugs, and he expressed appreciation of the money and man-hours that had been put into the 203.

Christine, a slim young brunette, knows her way around cars – she is an automotive engineer and in a university team built recently a race car – but the 203 engine, an advanced design for the 1940s, was something different for her.

She said she missed her beloved Peugeot 205. It had been written off after being rear-ended.

However, she rescued a second Pug at the sale – a registered white 1976 504 auto with new tyres – and was keen to drive it home. She paid \$300 after the auctioneer had threatened: “If we don’t sell it, we’ll leave it outside the gate.”

Robert East had mentioned in 1998 that he was restoring a good 1958 Peugeot 403. Because of his fatal illness, the project was not finished.

With the bodywork completed and an immaculate blue paint job, the 403 made an impressive debut at the auction. But it still needed the work to fit all the glass and the dash and to tidy the interior.

Jamie De Maarg made the top bid of \$5,000 to finish the job. He acknowledged it would be difficult to do as much work on a 403 for the price he paid. “The paint job alone would have cost \$5,000,” he said.

Some club members at the sale were under strict wifely instructions to keep their hands in

their pockets and they obeyed orders, one or two wincing as the bargain parade passed.

However, Bert Houtepen was under no such restriction when he snapped up a smart 1974 trak yellow 504 on alloys for \$2,500 with great pleasure. "Spell my name right – Houtepen," he instructed The Pugilist.

New member Grant Goozee made a \$100 offer and beat a competing bidder to get the weary 203V64 station wagon for \$200.

Grant began collecting Peugeots when he bought John McCarthy's Pugs from the doctor who bought John's farm, including an almost restored 1948 Peugeot 202, a restored 203 and a 403 wagon that serves as everyday transport.

Grant was thinking of restoring the wagon, making one good car from three crappy ones, his rather dismayed wife said. "I'd like to take them all to the tip, but I'd better not," she said.

Robert had bought both the 203 van and wagon from Rob Oakman's collection.

Colin Handley settled for a 505 wheel and tyre for \$20, but had to take the four 404 wheels and tyres included in the lot.

Fortunately Phil Challinor took the 404 items off his hands for \$20. As the compiler of Private Parts for The Pugilist, he had a wanted ad on his phone from Robert Crosland for them and after a call to Robert, he took the wheels to Sydney for him.

A forlorn unrestored Peugeot 404 sold for \$150 and a 2000 Speedfight 100 scooter, smart at 450 km except for a seized engine, fetched \$725.

Wollongong collector Sid Muirhead did not bid as he has plenty of 1920s French cars. He said illness had delayed his rare Peugeot 174S and 175 projects, but he was about to repair a damaged gearbox casing once he had decided



Low bidding: The auctioneers struggled to get good prices for Pugs such as this complete 203 panel van that are now rare in Europe.

whether to either stitch or glue the metal; the gears had checked out fine.

Sid had just cleared a regulatory hurdle and put his veteran Humber on full registration; it nearly didn't pass because of its design with stronger rear brakes than front brakes. "I wonder what they would say about the smoke when try to register a sleeve valve Peugeot," he pondered.

When the focus of the auction switched to farm clearance items, the Peugeot spectators headed for home. Although they were not interested in the big range of old carts, saddles, leather collars and straps, millboard ploughs

or the three bullock yoke connector, the others were and auctioneer Pat Clyburn later said those who remained paid good money for the items and he was happy with the sale.

Pictures: Peter Wilson & Simon Craig



Raiding party: The Victorians plan how they will get their booty home.





A History of Peugeot in Australia — PART 3

Russell Hall has been delving into the National Library Archives

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

Peugeot marketing in Australia was well established by 1924 and the car was increasing in popularity.

The make was often in the news.

- A racing Peugeot had gone over the bank at Brooklands at 110 mph in a fiery crash.
- Peugeot was mounting an African expedition to the Cape using tracked vehicles with Tartais engines.
- A Peugeot had left Adelaide to set a new speed record to Melbourne (via the Coorong) but had failed.
- C.H. Harris and Norman Mather had driven a Quad from Melbourne to Sydney at an average speed of 20 mph to return 73 mpg. It cost them 16 shillings, less than a second class rail fare.



The Long-Life Car

Peugeot are the oldest and one of the largest Motor Manufacturers in the world.

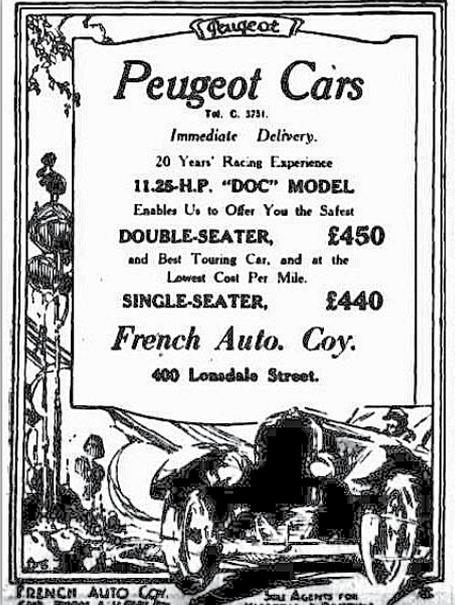
Peugeot has been for many years a standard for European Cars, and still remains so.

Peugeot Cars which have been on the road for 20 years are still giving good service.

Peugeot in their 13 great factories build a car for every purpose, from the "BABY," which does 70 miles to the gallon, and sells complete at £280, to the glorious SIXLUX, which does from 5 to 95 miles an hour on top gear.

Let us have the pleasure of giving you a trial run in any one of our Models.

French Auto Co. Pty. Ltd.
400 Lonsdale Street, Melb. Tel. Cent. 3751.



Peugeot Cars
Tel. C. 3751.
Immediate Delivery.

20 Years' Racing Experience
11.25-H.P. "DOC" MODEL
Enables Us to Offer You the Safest
DOUBLE-SEATER, £450
and Best Touring Car, and at the
Lowest Cost Per Mile.
SINGLE-SEATER, £440

French Auto. Coy.
400 Lonsdale Street.

FRENCH AUTO COY.
SOLE AGENTS FOR
VICTORIA & TASMANIA.

The market was extremely competitive. In 1924, 108 makes were competing for Victorian sales of around 1500 cars a month. The top six makes accounted for about half all sales, so the remaining firms had a struggle for market share. Victorian sales of Peugeots improved from around 5 per month in 1922 to 9 to 15 a month in 1924. These were respectable sales figures and were in the middle of European makes.

In this sales environment it was necessary to actively promote a car and this was done very effectively by the French Auto Company. They entered teams in local economy and reliability trials and aggressively advertised in well thought out display advertisements. They emphasised the racing heritage, power, economy, durability and quality of the cars.



Cabriolet Peugeot
£290 Complete

PEUGEOT CABRIOLET.

"A CAR FOR EVERY PURPOSE."

In addition to the splendid new PEUGEOT CABRIOLET, illustrated—the latest ideal car for visiting, shopping, and golfing, with the record petrol consumption of not less than 40 miles per gallon—you are offered choice of six other wonderful PEUGEOT models as follows—

TOURDOC, 15-h.p., French body, £460 complete.	INTER-SPORTS, £250 Chassis, £250 complete.
DOC SPORTS, £400 Chassis, £450 complete.	TOURLUX, £1000 Chassis, £1250 complete.
INTER-COLONIAL, £200 Chassis, £200 complete.	SIXLUX, £700 Chassis, £1050 complete.

The experience of over 20 years' manufacturing is embodied in every Peugeot Car. Peugeot means LONG LIFE, COMFORT, and ECONOMY. There are also PEUGEOT MOTOR-CYCLES, LORRIES, TRUCKS, and TRACTORS.

Write or call for catalogue and full particulars. Payments can be arranged to suit the convenience of purchasers.

See the PEUGEOT STAND, No. 41, INTERNATIONAL MOTOR SHOW.
FRENCH AUTO. CO. PTY. LTD.
400 LONSDALE ST., MELBOURNE. Tel. Cent. 3751.

"The Long Life Car"

- All Peugeots were to have four wheel brakes as a safety feature (yes, people talked about safety even then).
- The French Auto Company had entered a team in the Alpine Trial.
- Auto Paris in Brisbane was advertising for country dealers and Plants in Horsham were advertising Peugeot every week. They were even being sold in Dubbo.
- Racing driver Tommy Milton returned to America taking two Baby Peugeots with him, saying "these tiny cars are the most interesting thing I have seen in Europe".
- To confirm the power and speed image of Peugeot, in 1925 Andre Boillot won the Targa Florio (for the second time) in an 18hp. The French Auto Co was advertising "the same car" for 850 pounds.



The 5-passenger Peugeot

The Peugeot "Tourdoc" (illustrated), though roomy enough to carry five passengers comfortably, shows remarkable economy in petrol consumption—30 to 35 miles per gallon. This combination of weight-carrying capacity and low cost of running is not attained by any other car. Imported French body, Balloon tyres, four Hartford shock absorbers, and other features usually charged as extras are included in the reduced price £450.

Arrange a demonstration with
FRENCH AUTO. CO. PTY. LTD.
400 LONSDALE ST. — MELBOURNE.
PHONE: CENT. 3751.



PEUGEOT HISTORY

They were not shy of making performance claims that some regard as unlikely. The SixLux would accelerate from 5 mph to 95 mph in top gear, the Doc Sport would achieve 35 mpg and 75 mph, while the Quad would return 65 mpg. Their advertising emphasis was on long life, comfort and economy. The car that always gets there, the long life car.

In 1925 they were offering seven models, from the 290 pound Quad cabriolet through the 450 pound Tourdoc and the 600 pound Inter Colonial to the top of the range Tourlux at 1250 pounds.

The big selling cars on the Australian market were locally assembled American cars like the Chevrolet which started at 200 pounds.

The Peugeot was presented as a high quality luxury car and sold to middle class people who wanted quality and something different. It is likely that

Australian sales were in the order of 120 -180 cars a year in 1924 and 1925.

In April 1925 the Australian concessionaire A.W.B. Mather took over the Sydney dealership and established the firm of Mather Bros. He had been on the wrong side of a Queensland Royal Commission into the sugar industry in 1923, when shady dealings were alleged including the offer of a Peugeot as a bribe.

Perhaps the first hint of trouble was when new Peugeots began to appear in auction houses in mid 1924. There were drastic price reductions in May – it was said to make way for new stock. A new SixLux chassis could now be bought for 695 pounds, down from 1000. In December there was a stock clearance sale of 6 Baby Peugeots in Brisbane at cost. In May 1925 Lesseys in Sydney were auctioning a number of new Peugeots just out of bond, on instructions from the importers.

All became clear in June 1925 when an action was taken in the NSW Supreme Court against Alfred Mather. It was revealed that he had been subject to an action in the Victorian Supreme Court in May 1924 for a debt of 2000 pounds, and that he had continued to trade whilst insolvent. The Sheriff had moved against his assets in October. We do not know Mather's version of events because he could not be found. Nor could the deposits dealers had placed on new cars for delivery. A.W.B. Mather and his family had done so much to promote Peugeot

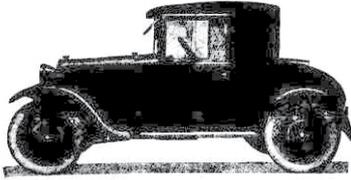
in Australia, particularly in Victoria, so it is sad that his actions virtually took the dealer network down.

Peugeot moved swiftly to replace him. In August 1925 Henry B. Smith of 115 William St. Melbourne, the new sole Peugeot Concessionaire for Australia, was advertising for state dealers for Queensland, South Australia, Western Australia and Tasmania. The French Auto Company with its large new showroom and workshop continued on for a while but by 1926 the Melbourne agency had moved to Rhodes Motors. Apart from a Peugeot decal on their showroom window (which was still there after the war) they did nothing to promote sales of the make.

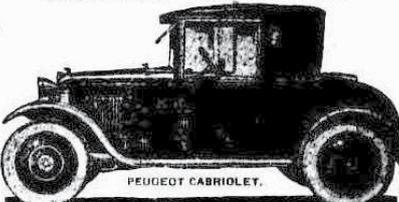
New dealers were found for Western Australia, NSW and South Australia. There were some attempts by the Adelaide dealer to promote the cars. But the peak of Peugeot sales in Australia had passed. There was to be one more pre-war attempt to establish Peugeot on the Australian market, and that was to come from France.

PEUGEOT
"DOC" SPORTS 1925 MODEL
Your Bank Book
 Does it allow you to buy a big car?
 Does it allow you to pay for heavy running costs?
 Does it allow you to pay big TAX?
 IF it does! WHY do it?
 Why not allow us the pleasure of demonstrating the new "Doc" Sports Model Peugeot, the car that makes the hills look flat, and bad roads like a billiard table. Fitted with Hartford Shock Absorbers, front wheel brakes, wire wheels, and a beautiful streamlined body, and which gives you 35 miles to the gallon and does 5 to 70 miles on top gear.
 An Invaluable Business Asset
 If you ride in one you will want one.
PRICE £525
French Auto. Company
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 TEL. CENT. 3751.

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THE EVERLASTING CAR
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 Their ambition has been the best only, and from the Baby (which does 70 odd m.p. gallon) to the powerful Sixlux, it has been proven again and again that their ambitions have been achieved.
CALL AND INSPECT.
A Run Tells Everything.
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Peugeot
Big New Shipments

Baby Cabriolet, £290 complete
 The ladies' ideal car for visiting, shopping, golfing—always reliable, easily handled, quickly converted from entirely enclosed to open Tourer. The cheapest car to run in the world! Petrol consumption not less than 60 miles per gallon.
First Shipment of the Beautiful New Peugeot Tourdoc £450 complete
 H.E.F. HIGH-GRADE, FRENCH BODY.
 PEUGEOT has been the recognized standard and leader in Continental Cars since the inception of Petrol Motors, and in the magnificent new Baby Cabriolet and Tourdoc the superiority of Peugeot is further emphasized. Thirteen great factories are devoted exclusively to Peugeot production. See their latest and best "PEUGEOT" is synonymous with long life, comfort, and economy. You will be delighted with a trial run—our pleasure as well as yours.
French Auto. Co.
 400 LONSDALE STREET MELBOURNE.
 Phone Cent. 3751.

Peugeot
Models
 Owing to the expected arrival of a large consignment of high-powered models, we are offering huge reductions on our present stock to make an immediate clearance.
The 6-cylinder 33-h.p. Peugeot—an Ideal touring car,
 Usual Chassis Price, £1000;
NOW £695
The Latest 18-h.p. (overhead valves) Sports Model,
 Usual Chassis Price, £650;
NOW £575
 Arrange a Trial Run Without Delay.
French Auto Co. Pty. Ltd.
 400 Lonsdale St., Melbourne. 'Phone Cent. 3751.

STAND NO 43
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PEUGEOT CABRIOLET

PEUGEOT CABRIOLET.
 The Ideal Car for Travellers or for Ladies, for Visiting, Shopping, &c.
The Cheapest Car in the World to Run—Easily Handled—Always Reliable.
 Quickly Converted from Entirely Enclosed Car to Open Tourer.
Only £290 Complete
FRENCH AUTO. CO. PTY. LTD.
 400 Lonsdale Street, Melbourne.
"The Long Life Car"

Reaching for the Stars at Coonabarabran



Jim Brear

AN INVITATION from Coonabarabran member David Baker to inspect the new Observatory he had just built was the catalyst for organising our Christmas in Coonabarabran trip held on the 21st and 22nd of July.

When one tries to imagine what might be involved in the construction of an observatory the imagination cannot do justice to the complexity and challenges that were faced to achieve this end.

26 participants from as far as Melbourne and Brisbane gathered in Coonabarabran on Saturday the 21st for a light lunch before heading out for a tour of the area in David's restored Ansair Pioneer Flexible Clipper bus. David has restored the bus as a dual purpose vehicle. It can seat 20 people but is also equipped with facilities to easily turn it into a motor home.

The bus is a 1953 model and it performs extremely well with its V8 Perkins engine and comfortable seating. These machines must have been a revelation in the transport industry in the early 1950s.

Our first stop was at the property where

the Observatory is located at the top of a large hill. David's first project was to carve a road in the hillside to give access to the site for the Observatory. The road is steep and winding but the Clipper had no problems negotiating it.

At the top of the hill we were greeted by a large building with a tall dome covering the telescope.

The Australian National University runs the Siding Springs Observatory which consists of three telescopes. When the decision to replace the third telescope was made the University did not have funds to remove the existing telescope and offered it to David in return for removing it from that location.

David decided to utilise the telescope to promote tourism to the Coonabarabran area and set about creating the facility to house the equipment.

The project required coming to grips with the intricacies of astronomy and David admits that the learning curve was huge. The resulting facility is a credit to David's abilities as an engineer.

Not only has the 40 inch telescope being installed successfully but all the out-dated electromechanical control mechanism have been

replaced with fully computerised systems. The controlling computers are connected to the Internet allowing the telescope to be controlled from virtually anywhere in the world. David intends to hire access time on the telescope to interested parties.

Our heads were reeling with the scope of this project when we left the Observatory to tour some of David's sheds, inspect their interesting contents and learn about the various projects David has in progress at the moment.

As well as Peugeots, David is very interested in VW Kombis and has a number of projects on the go including a bush bashing ute.

Prior to dinner on Saturday night David entertained us with slides of the building of the Observatory, the restoration of the Clipper and photos taken from the observatory telescope. We then had a very pleasant dinner at the Acacia Motel.

On Sunday morning after the group photo session we headed to Baradine to look at the Pilliga Forest Discovery Centre which has exhibits showing the flora and fauna of the area. While inspecting a stuffed frogmouth owl, member Tom Walker informed me he used to have one as a pet when he lived in New Guinea.

From the Discovery Centre we headed for the sculptures in the scrub situated about 30 km from Baradine. The drive was over the unsealed roads of the Pilliga forest which gave us a chance to see our Peugeots in action.

There is an excellent picnic area at the sculptures and after spending an hour or so inspecting the area we partook of a picnic lunch packed for us by the Acacia Motel.

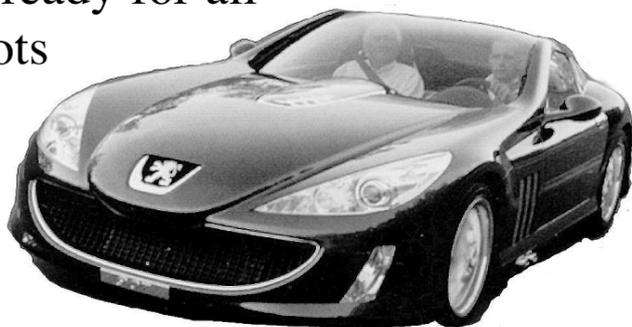
After leaving the sculptures we proceeded to the Newell Highway where many participants inspected the sandstone caves (which I am told were spectacular) and some went on to Pilliga Pottery.

Pat and I wanted to reach home before nightfall so we left immediately after lunch.

All in all a fascinating weekend spent in great company. Thanks to all who attended. We hope to see you at the next New England North West outing on the Gold Coast hinterland over the October long weekend.

Thanks in particular to David and Brenda Baker for their time and hospitality. It is a weekend we will all remember.

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How Peugeots are really smashing

Peter Wilson

THE GREAT NEWS for Peugeot owners is that their cars live up to their high safety ratings in the real world of road accidents and are among the safest vehicles available in Australia.

Updated academic analysis of the five million police-reported crashes in Australia and New Zealand from 1987-2010 has thrown up the scary development that some newish small cars with high safety ratings don't live up to them in accidents.

The epidemic of suburban SUVs means that at metal crunch time, the small cars and their occupants inevitably come off worse than the big brutes.

However, Peugeots continue to be sturdy and safe, and older Pugs are holding their own, some even rating better than many newer models of other brands.

Peugeot engineers have been crash testing their cars since at least the 1950s and have built them with energy absorption areas to deaden any impact on the front and rear of the car, and a very sturdy hull to help the seating compartment retain most of its shape upon violent impact.

When the company introduced the 504 it pointed out the preventive security features such as the efficiency of four compensated disc brakes on all four wheels, all independent suspension for good road holding, precise rack steering for high speed stability and driver comfort to make long journeys less tiring.

The cars sold like crazy so safety was never marketed.

This design philosophy followed through into the Peugeot 505 with such success that in the earliest studies from the Monash University Accident Research Centre it stood out ahead of a field of considerably later vehicles for its good record.

State police told John Anderson when he was the federal minister for transport that in any car other than their Peugeot 505, his wife and children would not have survived a serious roll-over crash.

The Peugeot 306 was the star of a subsequent study.

The honour has moved up a model to the Peugeot 307 (2001-09).

The NRMA's latest Used Car Safety Brochure, based on the newest Monash research figures, notes how the major recent advances in safety technology in cars – better structural design, features such as electronic stability control, at least six airbags, and pre-tensioning seat belts – have contributed to improved safety in most cars.

But the real life record of smashes indicates some are better than others.

The Peugeot 307 is among only five NRMA "safe pick" small used cars with its top driver safety rating of five stars.

The other four are the Honda Civic (2006-10 models), VW Golf/Bora (1999-2004), VW Golf/Jetta (2004-10) and Volvo S40/V40 (1997-2004).

The Safe Pick rating is awarded to used vehicles with best injury protection for all road users in crashes including the occupants of the rated vehicle, occupants of other vehicles, pedestrians, cyclists and motorcyclists.

The Peugeot 306 (1994-2001) gets one of only nine four-star ratings in the class.

It is much superior to later cars such as the huge selling Toyota Corolla (2002-10) with three stars and marginal driver protection, Kia Rio JB (2005-10) and Nissan Pulsar (2000-10) with two stars and poor protection, and the Impreza (1993-2000) and Hyundai Excel (1995-2000) among the many cars with one star and very poor protection.

The NRMA list is limited to 29 models with five stars and it warns that while some recent vehicles offer top safety for their occupants, they offer a high risk of injury to other road users.

The list does not nominate other Peugeot models.

Still, they shine in the 257-page 2012 Crash Data Update from researchers Stuart Newstead, Linda Watson and Max Cameron, who point out that they homed in on the outcome for the driver in police-reported accidents because drivers were often the only person in the vehicle and it kept the study uniform.

If you wondered how the Peugeot 307 got its five-star rating based on the new report, it was involved in 800 reported crashes and 673 drivers escaped without injury.

That's just two more smashes than the 505 (1982-93). Of those 798 smashes, 711 drivers were lucky.

But the difference between twentieth and twenty-first century technology shows in the injuries – 127 307 drivers were injured compared with 87 505 drivers. But 29 were severely or fatally injured in 505s compared with 14 in 307s.

The 307 is given an impressive crash worthiness rating of 1.63 per cent serious injuries per 100 drivers. The 505 is 2.90 per cent (There is a series of other ratings that I won't mention).

Check the Toyota RAV4 for comparison. The 1994-2000 model is 3.78 per cent, the 2001-06 is 2.95 per cent or slightly worse than the 505, and the 2007-10 model has improved to 2.72 per cent.

As examples of high risk on the road, the Holden/Suzuki Carry is rated 10.56 per cent and the Daihatsu Hijet 13.12 per cent.

The four-star Peugeot 306 has now had 1,563 crashes and 1,309 of its drivers were lucky. Another 291 drivers had injuries of some kind and 48 had severe injuries. The 306 serious injury rating is 2.89 per cent.



Rollled metal: Peugeot re-engineered the 405 with a stronger body.

The 405 (1989-99) is 3.77 per cent. Advanced enough to be European car of the year, it was lighter than the 404 and strengthened structurally for the second series. Its accident history was 709 crashes, 610 escapes, 146 minor injuries and 40 severe injuries.

The burlier 406 (1996-2004) showed improved safety at 2.37 per cent. Its 321 crashes resulted in 290 escapes, 50 with some injuries and 12 badly hurt.

The 407 (2004-10) is not rated because of its limited accident history – 85 crashes, 76 walking away, 15 hurt and three severely injured.

The 607 (2001-09) has had the great record of 16 injury-free smashes in Australia, but someone was slightly hurt in one in New Zealand.

In the light car field, the 205 was rated at 4.68 per cent. It had 357 smashes, 50 lucky drivers, 67 with some injuries and 18 in the severe category.

The 206 (1999-2007) rated at 4.27 per cent. Its 87 accidents have resulted in 77 escapes, some 15 injuries and two badly hurt.

The 308 (2008-10) has had 61 incidents, 47 cases of luck, 14 injuries of some kind and one severe injury.

The 4007 and its platform sharing model, the Mitsubishi Outlander, (2006-10) share a rating of 1.55 per cent, a big improvement on the 3.06 per cent of the earlier Outlander (2003-06). Their accident history has been combined to show 374 crashes, 319 escapes, 43 slight injuries and five severe.

The Peugeot Partner (2008-10) has had a solitary injury-free crash while its more numerous clone, the Citroën Berlingo (1999-2008) with 141 crashes, six minor injuries and four badly hurt.

Another 471 Peugeot accidents covering earlier models resulted in 419 unhurt drivers, 127 with some injury and 33 severely hurt.

Twelve years ago, an insurance survey found a level of over-confidence among 306 drivers because their cars were so nimble.

Along with the improvements, a risk factor of a different nature has emerged – don't forget that Australian legal history was made when the computer from a smashed Peugeot provided enough evidence to jail an erring driver.

'Can i get my licence back?'

David Bean

The diagnosis was depressingly clear. I had suffered a rather massive heart attack and would be facing triple bypass surgery. During this time I was unable to drive due to adverse reactions to the treatment medication.

After this came further cheer. I was to surrender my driving licence for at least six months with no reassurance that I would ever get it back. This would call for full medical and RTA approval.

Fair enough – but not exactly what I wanted to hear.

And so it came to pass that I was delivered to St Vincent's Private Hospital in Sydney for the operation a few weeks before Christmas 2011. The hospital and its staff were superb – it must be one of the world's best. During this time I was assessed by a neurosurgeon who diagnosed a mild cognitive impairment that reacted poorly to certain drugs. After two weeks I was released to stay with my son and his family a week before Christmas.

I was soon making good progress and began to think about when I would be able to start driving again.

After I returned home to the NSW Central Coast I called on my GP and asked him when I could resume driving.

After performing a few tests he replied flatly that as far as he was concerned I would never be able to drive again and he would put that in his report to the hospital neurosurgeon.

"Merde alors!" (that's French for "Oh bother".)

My family was not very impressed with this. Nor was I. We arranged for a further meeting with the neurosurgeon at St Vincent's. He gave me a thorough examination and said that my condition had improved considerably and that

physically I was OK to drive.

But he wanted me to take a driving test an examination with a team of specialist consultants. They were recommended by the RTA.

So it came to pass that my son drove me to the consultants' office in Glebe. I was to undergo an assessment – two hours in the office with an occupational therapist on road rules, traffic conditions, hazard perception, etc plus physical tests – followed by an hour on the road with the occupational therapist and a driving instructor.

This was a very thorough procedure indeed and carried out in a very professional manner.

After the office tests, we went on the road in an automatic Ford Mondeo with dual controls. The driving instructor sat in front and the occupational therapist in the rear.

Was I nervous? You bet I was. I had not sat behind the wheel of a car for nearly 10 months and I had little idea of how they would score my performance – or what they were looking for.

We drove for about an hour around the inner western suburbs, with the instructor calling out where he wanted me to go. It is a densely trafficked area and I tried to keep calm and legal. Both examiners took notes. I did not realise it at the time but they were scoring me throughout the drive on various points (max score per point 5 – pass mark 4).

The instructor did mention that he never touched his brake pedal during the test.

After this drive we returned to the office and they gave me their assessment. I have to say they were very fair and I could not fault them.

They said I had generally done quite well but, while recognising I was completely out of practice, said I needed to go for three one-hour



long sessions with an instructor of their choice. These instructors specialise in instruction and assessment of mature aged drivers.

I asked to do the test in a manual transmission car as both my Peugeots are manuals. Passing in an automatic would only have qualified me for an automatic.

As I was staying at my son's house in Surry Hills the instructor picked me up there.

The first two sessions were in the eastern and inner western suburbs. Harry, the instructor, was a very fair person – and he didn't miss a trick.

My two biggest faults, he said, were not looking over my shoulder before changing lanes (I used the mirrors) and putting the transmission into neutral while waiting (the rules say the car must be in gear with the clutch depressed). That mode would have got you failed when I learned to drive.

After the two suburban runs went smoothly, the third was a beauty. On a Saturday evening we drove from Surry Hills, through Kings Cross, down to the Opera House and along George Street.

The traffic was unbelievable. We had not expected all the people coming to see the Opera House all lit up for the Vivid Live season. Traffic on the Harbour Bridge was jammed – nothing moved. All the way along George Street to the Town Hall people were running back and forth across the street without even looking where they were going.

We finally got back to my son's place without hitting anything or anybody (as much luck as judgement) and parked.

To my huge relief Harry said: "If you can handle traffic conditions like that you're pretty right. You've passed. You'll get a C-licence with no restrictions".

He came very close to being kissed.

The papers arrived about a week later so I went to our local RTA office in Wyong where I handed in my L-plate and got my full licence.

All in all I have to say that the test was very thorough and fair.

One question I was asked at the August club meet: "What did it all cost?"

"\$750"

Ouch. But it was worth it.

I'm also looking for a new GP.



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Eastern Creek Classic

Grahame Foster

THIS YEAR AT Shannons' Eastern Creek Display, we had nine cars from the club. Four 306s, and one each of the 203, 204, 206CC, 304 Coupe, and 405Mi16 models. It was a perfect day, almost cloudless with light wind which allowed our banners to be seen from afar.

We had quite a bit of interest in our display, particularly Helen's lambo-door 206CC and John Hunt's 304 coupe.

With about 1900 cars on display, there was plenty of opportunity to walk around and examine various cars that we had either owned or lusted after in our youth.

It is always interesting to discuss various aspects with the current owners, and to hear how many of the shortcomings of vehicles in their heyday are now forgotten, with their better points now exaggerated into folklore.

Whatever your interest in cars, you were surely to satisfy it on the day, the only drawback being with so many cars, there just wasn't enough time.

We were next to the Sunbeam club, and one



Photo: Don Pearson

of the chaps with an Alpine had brought along a charming little Alpine pedal car that he had built many years ago for his children. So many people stopped and photographed this that he commented that he may as well have left the real car at home.

Trivett had a brand new Ferrari and the very latest McLaren MP4-12C in a showroom with their people available to answer questions for both potential purchasers and tyre-kickers alike. One could even sit in both and imagine that you

were about to take delivery.

There were some very rare Lancias, including a type 037 Rally Car from about 1983, even rarer than the famed Stratos. With only 200 units built, these sell for upward of \$350,000 these days. A beautiful car.

The run around the track was organised rather loosely this year; instead of lining up and sedately driving around in a group, we were encouraged to get out there immediately we arrived at the start.

Poor Helen Louran was late in arriving at the track and was told she had to hurry up and catch up with the group, which meant she had to drive like Juan Fangio with tyres screaming through the esses at high speed and as fast as she could down the main straight.

Oddly enough, there were no marshals around, and we were only forced to slow right at the end of the circuit for a tour bus as we re-entered the display area. Helen later claimed this really wasn't her driving style at all!

All in all a great day out, with all enjoying the camaraderie.

Many thanks to Shannons for sponsoring this excellent day.



Simon Craig took this from Helen's car, after nearly being ejected through turn 10.

Don Pearson

THE PHOTO OF the Peugeot group at Eastern Creek was very hard to organise. The drivers and passengers had just got back from doing a couple of laps of the racetrack.

I was supposed to be a passenger in one of the cars, the owner of which will remain nameless, but by the time I walked to the entrance to the track from our parking area, they had gone. They could not wait; the call of doing a couple of laps around Eastern Creek Raceway was just too much.

When they got back I decided a group photo was in order, but of course before I could take the photo I had to stop the various conversations about drifting around corner one, sliding into corner three, some speeds that even the V8 Supercars could not attain

and various other truths of the day.

Anyway I did manage to stop the conversations and got our enthusiastic group together with the smiles still beaming from their faces.

What a beautiful day it was: sun was out, very little wind and about 1,900 cars with their owners just there to enjoy the day.

Walking around talking to the various owners, discussing why this nut is wrong on this car, or how much it had cost to procure this obscure piece of material, when a painted piece of aluminium would have done, made for a great day.

No one car was better than another's choice of car, just enthusiasts getting together to enjoy the day.

Thank you Shannons for another great day.

Regards and happy Pugging,

New Members

We have new members to announce this month. We'd like to welcome:

Barbara Piotrowski	
John Corbett	505 GTi
George Crowley	206 CC
James Pocson	306
Scott Spencer	
Neil Sperring	306 S16, XT, 405, 505
Mark Donnelly	205 CTi
Renate Cruikshank	306

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

Why not take a handful of business cards at the next meeting to hand out to potential club members in Pugs?

Why Ian's V8 mate cried



Mrs Colombo: Sandra Berghofer surprised hubby Ross in 1997 when she returned from a trip to the US with this photo of her beside Lieutenant Colombo's Pug 403 cabriolet at Universal Studios.

35 years ago

1977 To promote a long weekend in New England, Jim Brear and Paul Watson produce in Armidale an impressive special edition of *The Pugilist* because the regular one failed to give the event any publicity. "We'll have a bloody good time in the bush,"



Outsourcing: Steve Palocz got a specialist to fit reversing sensors on his son John's 406 Coupé for \$380 and ponders why they were not standard on such an expensive model. It has worse rear visibility than his 406 SV on which he fitted his own sensors.

the editors vowed. The magazine shows John Pickham, son of the Armidale Peugeot dealer, in the immaculate 1956 Peugeot 203 he has rescued and restored.

30 years ago

1982 Sixteen members join a tour of the traffic control centre in Oxford Street and see how the police operators monitoring the images from traffic cams can override the automatic controls on traffic lights. Equally

amazing is the Chinese meal afterwards – all-you-can eat for \$3.20.

Sydney road testers Peter Burden (Australian Financial Review) and David Robertson (The Sun) enthuse over the new Peugeot 505 turbo diesel.

25 years ago

1987 Ian Lett, on a skiing trip at Perisher Valley, notices a Pug 403 handling the slippery conditions on narrow tyres with chains better than cars with wide tyres. The Commodore V8 he was travelling in couldn't catch it.

Road tester Ian Fraser declares: "What Peugeot has done with the 205 GTi is create a separate model, properly styled, properly developed and properly in the mould of the rapidly changing mid-1980s, reaffirming Peugeot's position as top-echelon makers capable of turning out forefront cars of integrity." Oh yes, indeed..

20 years ago

1992 Gordon and Anne Dunning are leading a school hols Pug trek around the state, taking in Lake Windamere, the Warrumbungles and Keepit Dam.

The potent Peugeot 905 blows away its rivals to win the Le Mans and endures 18,000 gear changes, brakes and accelerates in and out of 4,400 bends, and averages nearly 200 km/h for 24 hours.

Meanwhile Peugeot Australia chief Ray Bowden says another winner is on the way down under – a super economical 405 1.9 litre turbo diesel.

A video of famous prangs – even a Peugeot 205 – brings the library of tapes up to six for loan to members.

15 years ago

1997 It's 10 years since the Peugeot 205 GTi made its debut in Australia, three years after its European release, and *The Pugilist* has a special anniversary look at the model.

Mainframe lugger John Geremin goes turbo with a Wonder Wagon clone complete with a Flat Earth Society aerofoil on its roof.

Peter and Marion Nash steal the show at a farm auction when they turn up to buy a \$350 1953 Landrover in their Peugeot 306 XTDT – they are surrounded by farmers on the scent of a good thing, asking questions about the smart little oilburner.



World record: Light-footed distance driver John Taylor takes a Peugeot 406 HDi from Melbourne to Rockhampton on a tank of fuel in 2002. That's 2,348.3 km (1,458.6 miles) on a 70-litre tank of fuel.

Ten years ago

2002 Redex Re-run excitement building up as a swag of club members prepare to join the Victorian club-organised 50th anniversary event.

Plans revealed for the club's November meeting in the conference room of the new Shannons facility and view the line-up of non-Pugs gathered for auction.

Five years ago

2007 Ross Berghofer takes the helm as president after serving for three consecutive years in the 1980s. He recalled buying his first Pug, a new 504, from Baker and Gadd at West Ryde in 1975 and joined up after seeing a club sticker in their workshop.

Peugeot 407 sales hit a record 219 in July and 89.1 per cent so far in 2007 have been diesels. "The prestige market has discovered the Peugeot diesel," distributor spokesman Matthew McAuley declares.

After two years in the club, David Bean has tested 30 different model Pugs belonging to members and has written them up for *The Pugilist* and nominates the 306 GTi-6 as the model that impressed him the most.

No more dining beside gleaming new Peugeots at the Gazoline nosherie as Trivett's "Peugeot on Crown" showroom moves to more palatial surroundings at Alexandria.



Peugeot bliss: Having two smart white Peugeot 404s to help Jonathan and Morwenna Baird tie the knot in Wollongong in 2007 made it a special family event – three generations of Bairds have Peugeots and one 404 had belonged to granddad.

Peugeot keys: the pain and the pleasure

Steve Palocz

The pain

I had an email inquiry about a nonworking 406 remote key. Below is my reply to the email.

“With a remote key that has stopped working: Try a new battery in the remote key. The owner’s handbook shows you how to replace the battery.

“If you have replaced the remote battery and it still doesn’t work, does inserting the key in the door unlock and lock the doors?”

“No use in getting a new remote key if the problem is with the central locking control unit.

“If the key unlocks and locks the doors but not with the remote then you may need to replace the remote key. BUT sometimes the rubber press pad may only be worn. This is about \$12 and is a press in fit. If the rubber press pad is ok then probably (I say probably because I am not seeing the remote key and its condition) you may need a new remote key. A new full remote key is (are you sitting down) \$400 to \$500. But that’s not all. You have to get the new key cut by a reputable locksmith. Around \$100. Then you have to go back to the dealer and get the new remote key reprogrammed (about \$120!) so the immobiliser function will de-immobilise the ignition.



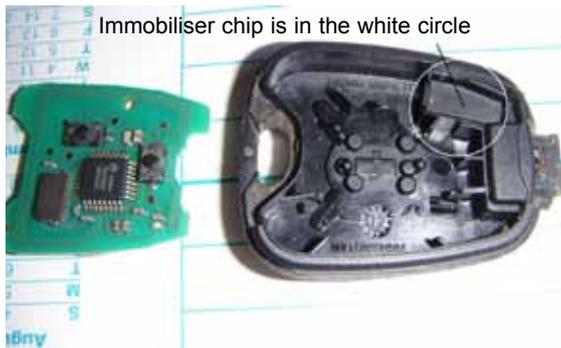
Plastic wedge with steel pin

“Another alternative is to get an ignition key without the remote function. These keys are around \$200 but you still have to get it

cut (\$100) and programmed (\$120).

“A last alternative is to go to a motor wrecker and get an ignition key. But the wrecker will want to sell the key and ignition

lock together. This way may not be cheap because you are buying an ignition lock which will have to be changed. Make sure the ignition lock is for a D8 406 NOT the D9 which is post 2000 model 406s. The D9 remote key is bigger than the D8 key and won’t work on your 1998 D8 406.



“You could try eBay to see what is available. BUT you still would need to have the key cut and programmed.

“Four years ago I had to get a spare non remote key for my son’s 406 and I went through this exercise. So the prices I quoted above may be higher.

“Remember when you have your new key programmed you need to take the SPARE key with you because that will need to be programmed the same as the main key. The \$120 includes programming both keys.”

The pleasure

Six months after I sent this email I had to repair my son’s 406 D9 remote key. The two rubber press pads had disintegrated while I was tracing a central locking fault. I used tape for a temporary repair.

If you want to go through Peugeot parts you will have to buy a new full remote key at over

\$500 plus programming the key. I looked at eBay to see what is available. There are many suppliers for D8 and D9 406 remote key shells. I checked carefully and found a supplier in the UK. The remote shell with a blank key was \$14 including postage! The package arrived a week after I paid for it using Paypal over the internet.

The replacement remote shell uses a screw to hold the key in place. The Peugeot remote uses a plastic wedge with a small steel pin. To remove the metal key from the Peugeot shell hold the plastic shell by hand and use a pair of pliers to pull out the key from the shell. Then tap out the small pin with a very small pin punch. I used a small disposable knife to peel back the plastic wedge. I removed the pin and the wedge carefully in case I wanted to re use these parts.

The Peugeot metal key was half a millimetre thicker than the slot of the UK supplied plastic shell. I carefully filed a quarter of a millimetre off of each side (for about 10mm from the end) of the Peugeot metal key. Just a two minute exercise with a fine file. The pin hole on the Peugeot key needs to be drilled a tiny fraction to suit the screw for the new remote shell. I fitted the Peugeot key into the slot.

Before I swapped the remote electronic circuit board I need to remove the tiny immobiliser chip. This chip is about half the size of the finger nail on your little finger. Pry it out of the damaged remote using a jeweller’s screw driver. DON’T lose it otherwise you will need to buy a new Peugeot remote key. See the photo for the chip’s location. It is very easy to miss it. Push the immobiliser chip into the new remote, place the remote circuit board in place and clip the other half of the shell in place.

Lastly use the screw supplied to secure the metal key in place. So for \$14 you will have an as new looking remote for your Peugeot. You’ve just saved \$500!

More pleasure with 404 and 604 keys.

Recently I had to replace the ignition lock on my 604 with a spare lock I had but with only one set of keys. I went to one locksmith but he didn’t have a suitable blank key. I went to another locksmith who did have suitable blank keys. The key type numbers are NE23 or NE26. The best part, the keys were \$9.90 each.

A couple of months later I bought a 404 wagon that only had one set of keys. I went to the locksmith who had the 604 keys. He had 404 key blanks (NE31) again for only \$9.90. No long story to get keys for 404,504 or 604s.

Personally I believe modern car keys are too expensive, too complicated and not durable.



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For sale

403 ,1958 sedan. Grey colour, excellent condition, 35,000 miles. Was on club registration but is now unregistered. \$4,500 ono, Laurie, Lismore, 02 6628 1207

PUG001 (NSW) on a 405 1995 Saxon blue manual. This car will be auctioned on 9 Sep. Fitted to a regular well-used 405 but her special attraction is that she sports the rego plate PUG001. It goes very well and has had regular servicing at P504 Services. All receipts for work carried out over the last few years are in the handbooks. 4 new tyres. The bodywork is fair and has a few dents and scratches from her life in Sydney. The interior is very tidy and clean. The

starting price will be \$2,500. The car is a good, reliable runabout. You can sell her later if you are only interested in obtaining the PUG001 plate. John Hunt, Newcastle, 0414 718 586

505 SRi, 1984 auto (auto not working), suitable for trek car, reg expired, \$500 ono. Greg Stewart, Port Kembla, 02 4274 2709

Parts

207 wind deflectors – suitable for 3 door models. Slim design, easy to fit, brand new, still in the box. Genuine Peugeot accessory: part number 9621H0. Normal retail price is \$181.80, for sale at \$75 including postage in NSW. Bruce 02 6584 1800

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, 18 SEPTEMBER. 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.

505/504 - total air conditioner system comprising 2 compressors 2 evaporators incl. housing, 1 condenser, 3 x TX valves, 2 sets hoses all brackets and hardware. Suitable to regas to R134A standards \$180. Will split if justified, Paul, Sydney, 02 9807 6427.

505 heavy duty tow bar \$50, Paul, Sydney, 02 9807 6427.

504/404 BA7 gearbox good condition \$90, Paul, Sydney, 02

9807 6427

Wanted

505 Alloy Wheels (5) - size preferred 6J14 - FHH 20, Must be in good condition and running true, Paul, Sydney, 02 9807 6427.

504 O/S/F Mudguard in good condition, Will take whole nose cone if necessary, Paul, Sydney, 02 9807 6427

Interior works

Mark Donnachie visited TQ Motor Trimming recently to sort out a sagging issue with his 306 Cabriolet

www.tqmotortrimming.com.au

Mark Donnachie

AFTER A RECENT audio install I noticed that the new speakers were moving the trim around and had caused a little sag. So I went off to Michael Aranda at T.Q motor trimming. Whilst there Michael ran me through some of the tricks of the trade and a few very important points of caring for a vehicle's interior - particularly the older variety.

Q: What product is best for protecting our interiors?

303 protectant and always try to stay away from silicone base products such as Amor All etc.

I'm already converted to this and love the results. It's readily available (as are samples at retailers for you to try) in most good parts specialist shops. The key is to look for water-based or silicone free products, which are available in most better brands — but you usually have to ask for it.

When I asked why wouldn't you use anything silicone based the reply was that it infiltrates the material and damages the bonding agent beneath.

On my car we recycled the trim material. Michael says that recycling old trims and other parts is always good and most of the time can save you lots of money and headaches in matching and total replacement — due to one panel of a seat being unmatchable, etc.

Q: Are there any ways you would recommend to clean upholstery?

To clean upholstery Michael says they use turpentine and orange base solvent cleaners. The same theme of silicone-free runs through each part of the interior, door trims, headlining, seats and dashboard.

Q: I have seen some of the classic rides that come through your workshop. Are there any mistakes that make your job harder to do?



Pug sag: The side trim in Mark's 306 Cabriolet before the problem was cured. Check out his car at the next meeting to see the difference.

Not maintain your car's interior. Proper care can be achieved while sticking to a budget. Not knowing what you really want out of the look you want for your interior and putting colours that destroy the very essence of the car. Moving away from originality in classic vehicles and making extreme changes in styles — then regretting it later and wanting it switched back

Q: Is there an amount of time each year should clean or treat your cloth or upholstery interior?. Is there any way you would recommend to clean headlining or dashboards?

I recommend once every three months and

yes, you should treat your cloth and leather interiors. To clean upholstery we use turpentine and orange base solvent cleaners. Cars should be cleaned and ventilated. The rusty, crusty orange coloured debris found inside your car is the first sign that there is a problem. That's the time to act, before it becomes material damage.

Michael is also a proud sponsor of the AFCD and soon will be attending a club meeting to run members through interior care. He's willing to inspect and answer any questions on members' cars on the night and help with any advice he can give.

The folks at Top Gear Italy decided to put six-time Italian rally champion Paolo Andreucci in a Peugeot 207 and have him race down the slopes of Monte Zoncolan against a skier.

The result is the best Peugeot action footage since Climb Dance and the car chase in Ronin.

Paolo drove the Pug 207 Super 2000 equipped with a fearsomely spiked set of Pirelli snow tyres to the top of a mountain with his co-pilot, Anna Andreussi.

Anna hopped out and onto a pair of skis, and then they raced downhill.

Where Climb Dance raised great clouds of dust hurtling around perilous precipices, the latest downhill runner stirred great storms of snow and performed classic rally jumps

Race down a snowy mountain

over the humps.

It's great action.

<http://wot.motortrend.com/video/find-peugeot-takes-on-skier-in-downhill-run-178713.html#ixzz1pHmngiya>





PEUGEOT
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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	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	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	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
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	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721 1100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
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	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service				07 3253 1440
	Parts Unit				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	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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.



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