

# the pugilist

Magazine of the  
Peugeot Car Club  
of NSW Inc

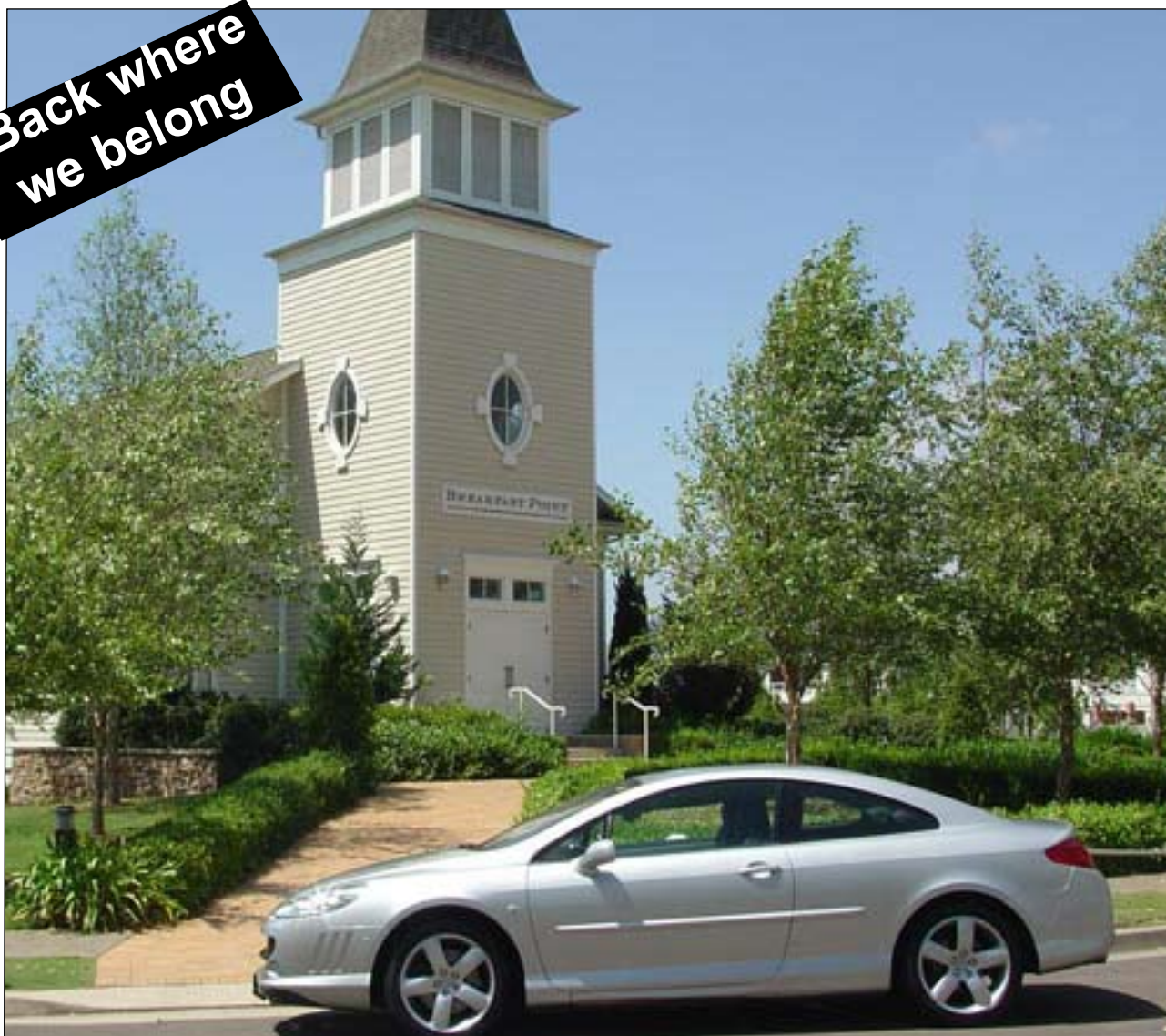
October 2012



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# 2008 Concept

## Simon Craig

IT'S BEEN A BUSY month for Peugeot Concept pictures (leaked or official) ahead of the Paris Motor Show, which at the time of the Pugilist going to press was still two weeks away.

Official photos and details of the Peugeot 2008 concept – due to be unveiled at the 2012 Paris motor show – were released just a day after identical images leaked online.

The lurid yellow Peugeot 2008 concept features a unique tune of the company's new 1.2-litre turbocharged three-cylinder petrol engine, which is yet to appear in any Peugeot models.

The turbo direct-injection 1.2-litre unit is said to combine 82kW of power with low fuel consumption and CO2 emissions.

## The cover

This picture was taken during the Oh 3 weekend in the Hunter Valley in 2009.

Picture: Edward Pym

## Inside this issue

|                              |         |
|------------------------------|---------|
| President's report           | page 4  |
| Club Diary                   | page 5  |
| Marulan Family Day           | page 7  |
| Club information             | page 8  |
| Peugeot News                 | page 9  |
| 40th birthday bash           | page 12 |
| Pugalong update              | page 13 |
| 203 Wagener Spéciale         | page 14 |
| Oh3 Weekend at Nowra         | page 18 |
| Sydney's Backyard — part one | page 20 |
| 100 years of Sochaux         | page 22 |
| Memory Lane                  | page 24 |
| In the Workshop              | page 25 |
| Private Parts                | page 26 |

Measuring 4140mm long and 1740mm wide – 245mm shorter and 91mm narrower than an Audi Q3 – the compact SUV features dark chrome details, a 'floating grille', and a roof spoiler and roof bars constructed of aluminium.

Taking inspiration from the Peugeot SXC concept car shown at the Shanghai Motor Show in 2011, the new 2008 concept is intended to merge the style and ideas behind the 208 and 3008 to create "a small vehicle combining agility, compactness, versatility and a striking style for young-minded city dwellers who love the

city, while also loving to escape from it".

Peugeot says the 2008 has its own unique identity born out of the marriage of the elegance and refinement of hatchbacks, and the impertinence and mischievousness of SUVs.

The Peugeot 2008 is rumoured to start production in France in 2013 ahead of being manufactured in China, with Brazil to follow later as it tackles the strong field of rival compact SUVs such as the all-new Ford EcoSport and Holden Trax/Opel Mokka.

— with info and pictures from CarAdvice



# Police pugger

Ross Berghofer

Walking along the street in Auburn, looking at it, it was like a mirage. Could it be real? A closer inspection confirmed my happiest thoughts. It was real. It was covered in New South Wales Police markings. Here was a beautiful Peugeot 4007 doing police duties. I envy the lucky police officers that have authority to use the car.

Based at Flemington, it is unlikely that any of its off road capabilities will be used. The car is sponsored by Chrisco, an on-line Christmas shopping store.

The position of club secretary remains unfilled. Fortunately members have stepped forward to assist. Peter Wilson was minutes secretary at the September club meeting, and we have an offer of assistance to keep the club membership database up-to-date.

Preparations are underway for two big events of the club – the end of year dinner on 24 November and the 40th anniversary dinner on 23 February 2013. Please save the dates.

Both dinners will be held at the Workers Parramatta Club that overlooks the Parramatta River on the Rosehill side.

A 40 year membership badge is being prepared for those lucky club members who reach that milestone. This raised the question: in ten years time, can there be a 50 year membership badge? I intend to be eligible for one, to wear alongside my 10 year, 20 year, 30 year and yet to be received 40 year membership badge.

Anne and Graeme Cosier are defacto merchandise officers, but have arranged for a new supply of golf umbrellas and metal coffee mugs. It will be a good idea to place your orders before supplies are exhausted.

And remember, the October club meeting is at Shannons auction rooms, located at the corner of Frederick St and Reserve Road, St Leonards.



Simon Craig

Last month's cover photo — a group of pugs led by Neville Summerill's 403 sedan in the snow at Mt Sassafras on the 2011 Pugalong run — prompted a flurry of discussion about who took the offending pic.

As described in the magazine, Ted de Lissa sent me the picture soon after the event, stating simply that "all that went on the tour believe it would make a great cover photo." but with no further info on whose photo it was.

Our reluctant treasurer Con Engel sent me an email on the subject:

"I remember it well; it was on top of Mt Sassafras on the 2011 Pugalong run.

"The fluffy snow stopped every 504 in their tracks - but the 405s and 505s seemed unstoppable.

"After we pushed the stranded 504s over the mountain, Brian Ward decided to fit his snow chains."

This of course reminded me of my own Puggy adventure in the snow: a 2004 trip in my



# Claim a cover photo

brand new 206 GTi180 to Melbourne.

A large group of mixed pugs (504, 505, 206, 306, 307 and perhaps an Alfa 75) met up early in the morning in Healesville and headed up Black Spur to Marysville for breakfast. From there we took the Reefton Spur Rd towards Warburton, but as we climbed snow started to fall. It continued in heavier amounts until all the rear-drive cars (504, 505 and even the Alfa) found it very hard to stay in a straight line.

Meanwhile, the one month old GTi180 and other 206s and 307s were not affected — perhaps due to their lighter weight.

I remember keeping a particular 505 in front of me (some considerable distance ahead) while its owner found it almost impossible to drive in the conditions. On a number of occasions I though I'd seen the last of his nicely-cared for machine, but thankfully he decided to wait it out for a bit.

We eventually stopped and chose another route for our hapless rear-drive pug owners. A few hours later the snow had gone and it was another memorable experience in my driving life.



As with most of those 206 drive days, any stop is just an excuse to take more photos

Anyway, back to the mystery of the photo. At the last meeting Nigel Nash was convinced the photo was Brian Ward's — as featured on the cover of Torque, but I pointed out that Brian's photo was taken in normal or landscape mode, whereas the Pugilist cover photo was in the correct portrait orientation.

On checking his emails, he agreed with me. Grahame Foster is convinced it's one of his own.

All I can tell you is that it was taken on the 12 May 2011 (a momentous day, if ever there was one) and snapped on a Leica Digilux 2. This is a pretty flash digital compact camera and not exactly common, so the answer is out there somewhere!

Photos: Guy Churchill & Jason Ng

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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](http://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



SHARE THE PASSION

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.

There are a number of interesting cars on the ticket, including 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.

The entrance to the Shannons showroom is on Reserve Rd, St Leonards.

Just past the roundabout at Frederick St, take the first driveway on the left and the showroom is there. If you find yourself in Royal North Shore Hospital, you've gone too far!

## 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.

# October car club meeting

3 October

There's no pugs up for auction, but a yellow 1922 Citroën B2 Tourer certainly looks interesting.

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.



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

29 Sept—1 Oct

NE & NW chapter Long Weekend

29 Sep—14 Oct

Paris Motor Show, France

Tue, 2 October

OASIS Run to Rouse Hill Cottage.

Wed, 3 October

Club Meeting, Shannons at St. Leonards

Wed, 10 October

Committee Meeting, Parramatta RSL, 8pm

13-14 October

Alpine Classic Rally

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

11-17 November

Pugalong 2012. Northern NSW.

23-25 November

Tasman Revival, Sydney Motorsport Park

Saturday, 24 November

End of Year Dinner, Workers Parramatta

# Final countdown for track day entries

## 27 October

### Directions to the Marulan track

From Sydney, follow the Hume Hwy towards Canberra. About 3km past Marulan Heavy Vehicle Inspection Station turn left into Marulan South Rd (signposted for South Marulan / Bungonia).

Immediately turn right into Jerrara Rd. After 3km, turn left into Prairie Oak Rd. Enter No. 8: Marulan Driver Training Centre. Follow the driveway **slowly** to the car park.

**Please note** that the Hume Hwy intersection has been undergoing construction of an overpass for some time. Small diversions may be in place so keep an eye out.



### Helen Louran

It's the final countdown for our Fourth Annual Family Track Day at the Marulan Driver Training Centre on Saturday, 27 October.

We have received 20 entries so far – we're halfway there – and from October 1, when we will begin accepting non-member entries, it will be first in, best dressed for the remaining slots.

So don't leave your entry until too late.

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.

The entry form, payments and other details, including car and dress requirements, are on the club website, [www.peugeotclub.asn.au](http://www.peugeotclub.asn.au), click on Events, scroll down to the bottom, and you'll find a PDF form.

Entries can be sent to [sporting@peugeot.asn.au](mailto:sporting@peugeot.asn.au) or can be posted, but please send an email with your electronic payment details.

This year we require full payment on booking. 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 Marulan licences are paid at the track.

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

The day starts 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 – juniors, beginners, intermediate or female – that best suits their road or track experience, comfort level or gender.

After a short briefing and a familiarisation walk around the 1.1-km track groups will begin in turn their 12-minute, 10-lap runs with several cycles each, until the finish about 4 pm.

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

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

Please visit [www.mdtc.com.au](http://www.mdtc.com.au) for map directions and useful information.

You can drive to Marulan in the (wee) hours of the morning or stay nearby at the Bundanoon

Hotel, (02) 4883 6005 or [www.bundanoon.com.au](http://www.bundanoon.com.au), or Ali's Motel, (02) 4841 1330 or [www.alismotel.com.au](http://www.alismotel.com.au).

Some important requirements for participants:

**Helmet:** Must comply with Australian Standards, or can be hired, from MDTC for \$20 with \$50 deposit.

**Clothing:** Non flammable clothes, e.g., cotton long-sleeved tops and jeans are fine, or racesuits.

**Shoes:** Closed. Joggers are fine but need to be flat soled for driving comfort and safety.

**Fuel:** Make sure you have sufficient as there is no handy servo.

**Tyres:** Pressure for on the track should be about 10 psi over that recommended for your car. Air is available.

**Car:** Remove all loose articles.

Car checks for loose articles, wheel bearings, steering, brakes, brake lights, leaking oil and seat belts.

Any questions or enquiries can be directed to Helen (Peugeot) [helenandneale1@optusnet.com.au](mailto:helenandneale1@optusnet.com.au) or 0413 594 792

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[www.interlude-tours.com](http://www.interlude-tours.com)

# Tasman Revival

Helen Louran

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

## 23—25 November

Sports & Racing Car Association of NSW, the 2012 Tasman Revival will bring together ex-Formula 1 and Indy cars including Ferrari, McLaren, Spirit 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 Matich 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](http://www.tasmanrevival.com).



Brabham BT24. Photo: Peter Schell

# Pugalong 2012

## The Coast Connection



11-17 November

Don Pearson

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/](http://www.sailsresort.com.au/)

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

I am still working this one out, but will not

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

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](http://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/kingscliffe/accommodation](http://www.mantra.com.au/new-south-wales/tweed-coast/kingscliffe/accommodation)

On Friday we will travel though 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](mailto:bikecomm@bigpond.com.au)

# Alpine Classic

Helen Louran

The Peugeot Car Club has been invited to attend the Alpine Classic Rally, run by the Classic Rally Club, on 13-14 Oct.

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.

After a good night's rest, it's on the road again for another day of navigation rallying.

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](mailto:alpineclassic@hotmail.com)

For an entry form or more info about Classic Rallying, visit [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)



# Bon jour to a head turner



## Peter Wilson

There's nothing like a good-looking young thing sashaying along a street to catch a young man-about-town's fancy in spring.

So inevitably editor Simon Craig's attention became intensely focussed when he sighted a fresh cute babe that simply oozed Parisian chic while he was driving near work along Qantas Drive.

All thoughts of the big birds he is so familiar with at the jet base disappeared from his mind.

He pursued his new prey with the enthusiasm of, well, of a resident of Rome in Italian stallion mode.

Would they click? At least Simon did with his camera and later proudly posted on the club Facebook page our first photo of a Peugeot 208 in Sydney.

A young woman was driving the newly arrived Pug – no doubt to get some km up before it was due for heavy footed workouts with the press pack.

She was a little confused at the interest the driver of an immaculate red Citroën DS3 showed in her mount as he drove alongside for a while before parting company.

Some small cars look odd or tizzy or plain and basic. They are just small cars. The 208 is something more special. It's lost the baby fat of the 207, is trimmer and appears to have the charm that made the 206 such a great number in Australia until Automobiles Peugeot closed its UK factory.

Sales never matched those of the Peugeot 307 here, but the 206 – Peugeot's most popular model internationally – did better than the 207.

Mentions of the 208 since its release in the northern spring have been positive, including

among Australians on the media junket.

This French model will appear on the automotive fashion catwalk at the Sydney motor show at Darling Harbour from 19-28 October to coincide with its release this month.

Peugeot Automobiles Australia chief Bill Gillespie must have his fingers crossed that prospective women buyers will look welcomingly at the supermini and say with sheer pleasure: "It's not a Golf."

The 208 strengthens the model range after a year of see-sawing Peugeot sales in a buoyant national market in which small cars and small SUVs have become the big game.

Indeed, small SUVs have become the fastest growing class and sales have risen 61 per cent this year. In August they outsold big cars 5,266 units to 5,268 for the first time.

The heavily promoted Mazda CX-5 has broken into the top ten models in sales and a member discovered when his wife didn't want a Golf that dealers are taking orders with deposits six months ahead of delivery at full price.

But then the market is crazy because the Toyota Hi-Lux ute is the top-selling Australian model for the fifth successive month – 4,010 units in August or 4.3 per cent market share compared with 2,990 Mazda3s.

At least French car buyers had their heads on and in August confirmed that the Peugeot 208 was their favourite car. Matt Gasnier reported it sold 6,170 units for a record 6.4 per cent share, the highest for any Peugeot since the 6.9 per cent reached by the 207 in February 2010.

In a market that was down 11 per cent the 208 displaced the Renault Clio which has been the top preference most of this year, with the Renault Megane, Citroën C3 and Peugeot 308 next in popularity.

In the first six months, the 207 had been

Peugeot's French sales leader.

Back to SUVs. Renault had the jump on Peugeot in this segment with its Korean-built diesel Koleos – its top-selling model in 2010.

A criticism of top Peugeot group management was that it missed the SUV trend while it was being environmentally responsible and producing expensive diesel hybrids.

However, it used the Mitsubishi alliance as a brilliant development short cut to catch up with the 4007 in 2007 and the 4008 this year, but compromising with styling of the 4007 and, so far for Australia, with a non-Peugeot petrol engine in the 4008.

Nevertheless, after a strong June (618 units) and a disappointing July (340), Peugeot new registrations recovered to 504 units, its best August result since 2008 and its third best month this year.

That was 102 units up on August last year, which was far better than the national market increase of 6.7 per cent. The total would have included some of the 208 press fleet but that will be sold off fairly quickly.

In August Peugeot led the other Europeans – though Renault was selling strongly at 484, Volvo was down again with 447, Skoda 412, Fiat 143 on its commercials rather than its cars, Citroën with 136 and Alfa Romeo with 88.

Peugeot's Australian tally for the year is 3,483 units, which is well behind the 5,688 for the same period last year.

However, the refreshing of the model range will improve prospects for the balance of the year unless problems arise with supplies.

While Automobiles Peugeot is working to increase sales outside Europe, the five-week break in French production will mean a gap in shipments for a while.

# Peugeot 208 launch



## The last of the line

Ian Kirkwood

**I** WAS INVITED BY Peugeot UK to represent Club Peugeot UK at the launch of the new Peugeot 208 in Salford.

We were given a briefing of the new model by Peugeot PR director Andrew Didlick, his team and by UK sales director, Neil Moscrop.

The 208 is available in two body versions, three- and five door, 10 different engine versions and was on sale from June 28 in the UK.

All of the diesel engine variants deliver below the magic 100g/km of emissions.

Andrew explained that today, when creating

a vehicle capable of appealing to and uniting a wide variety of customers with ever changing expectations, simple renewal is no longer enough.

From the outset, the 208 design project team adopted the most ambitious specification overhaul ever undertaken by the Peugeot marque to create a vehicle that represents a true generation leap.

Peugeot has not hesitated to rewrite the rule book, with the desire to reinvent the principles on which the success of the iconic 2-series models were built.

It is also interesting to note that the 2-series range of vehicles is the only “unbroken” model range in the Peugeot marque which began in 1929 with the 201, the 202, the 203, the 204,

the 205, the 206, the 207 and now the new 208.

When you first see the car in the metal the quality of the design and build is immediately evident from the stylish new “floating” style grille leading to the “spine” of the vehicle going across the bonnet and roof lines.

The design of the lighting back and front all have a purpose in both starting and finishing the sculpted body sides.

In the three-door this really does remind you of the 205 GTi. In fact club secretary Simon Parker’s lovely 205 XL was used as part of the launch exhibition.

On the road I drove both the top of the range five-door Feline 1.6-litre e-HDi (stop & start) with its panoramic glass roof and a three-door, three-cylinder 1.2-litre VTi Allure.

Both vehicles were built to the highest quality that you are ever likely to see in a supermini with every button, switch and trim giving the impression that an awful lot of attention to detail has been paid to the design of this car.

The diesel engine car is everything that we have come to expect from a Peugeot diesel model and was a joy to drive.

What I was not expecting was the driving experience that the new three-cylinder petrol engine delivers. Quite simply it’s a revelation! The engine pulls well across the range whether it be in countryside driving along narrow twisty lanes or when it was on the motorway.

I am not exaggerating when I say it’s the best Peugeot I have ever driven and those of you who know me know that I have driven a lot of Peugeot product over the years.

If this is the future design and quality we can expect from the Peugeot marque our brand is in safe hands for many years to come!

Now where is my order form?

— from the Peugeotist

• Ian is chairman of PCUK.



# New Peugeot Boss is here

Maxime Picat has been appointed as Managing Director for the Peugeot Brand, from the 1st October 2012. He will replace Vincent Rambaud.

Maxime Picat has been Managing Director of DongFeng Peugeot Citroën Automobiles (DPCA) since January 2011, having previously held the post of deputy Managing Director between August 2008 and January 2011. Under his management, modern model ranges adapted to the requirements of the Chinese market have been designed and launched for the Peugeot and Citroën brands in China. In parallel by overseeing the acceleration of the rate of industrial installation, Maxime Picat has helped develop the success of the joint venture with DongFeng both industrially and commercially. Between 2008 and 2011, DPCA's sales have more than doubled.

Maxime Picat, 38, civil engineering graduate from the Ecole des Mines Paris, joined the Group in 1998. He has a broad industrial experience; after various jobs in manufacturing in Mulhouse, he became manufacturing manager at the Group's Sochaux plant

before being appointed as managing Director for the manufacturing facility of Wuhan in November 2007.

Vincent Rambaud has chosen to leave the Group for personal reasons to give a new orientation to his career. He has brought the Group his expertise and experience for the last ten years. He has successively held the roles of Managing Director at Panhard & Levassor then Gefco. In 2007 he was appointed Director Latin America for PSA Peugeot Citroën then in April 2010 he became Managing Director for the Peugeot Brand.



## October Update

**Graham Wallis**

**T**HE REDEX RERUN is coming along well. It will be a tour with some very low key competition, around a similar route to the 1953 Redex Trial, won by a Peugeot 203.

A draft schedule has been sent to prospective entrants who have been invited to supply expressions of interest to enter.

This has been going well with a steady stream of replies — 203s and 403s in the main.

Entries may be accepted from other Peugeots or other makes of 1950s upon the discretion of the organisers.

In the coming months the details of each day will be developed. We are sure it will be a great event, as it was in 2003.

Enquires to Graham Wallis:  
ewal7731@bigpond.net.au  
0429 939 619

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## Club 40th birthday



### Graeme Cosier

**E**ARLY NEXT January, the Peugeot Car Club of NSW celebrates its 40th anniversary. As this is not a particularly good time of the year to celebrate, we have decided to hold our birthday celebrations at the end of February on Saturday 23rd.

We have booked a function room at Workers Parramatta Club for a celebration dinner, which we are hoping to get as many members and early ex-members to attend and help us celebrate and re-live some club memories. We have also negotiated sole use of a former bowling green in front of the club to have a lion up, prior to the dinner and starting late morning. This will enable a more relaxed lion up with access to air conditioning, lounge chairs, a café for lunch, afternoon tea and coffees, and a bar for cool drinks. Bring your polished cars, plenty of club photos, and your best club stories to Workers Parramatta Club on 23 February.

We are working on getting an interesting guest speaker to add to the entertainment of the evening. We will be having a three course meal plus bread roll and tea or coffee for a very reasonable \$40 per head. If you are in contact with any previous members, particularly from the early years of our club, please pass on the invite to them, or get them to contact the club at [forty@peugeotclub.asn.au](mailto:forty@peugeotclub.asn.au). If you wish to book your seat for this prestigious night, we require a \$20/head booking fee (or full payment of \$40/head if you prefer). Either send a cheque, payable to Peugeot Car Club of NSW Inc with your details to the club address, or transfer your deposit or full payment as below.

Post your renewal and payment by ordinary mail to the club at PO Box 404, Gladesville NSW 1675.

#### **Please do not post cash**

You can pay by direct deposit, via an internet transfer or at any National Australia Bank branch. Include your name with the payment on

the deposit form so we can identify the source. List your payment as "PCC 40th" with your name(s).

The club's branch is Manly, 46 Sydney Road.

Account name: Peugeot Car Club of NSW, with BSB 082 352, and Account 03583 8284.

After your deposit or payment, please email your name, the number of people attending and their names, the amount you are transferring, and the date to [forty@peugeotclub.asn.au](mailto:forty@peugeotclub.asn.au) to let us know of your transaction. It's vital! We need to know whether a \$40 payment is for 2 deposits, or 1 full payment!

We will be attempting to get those foundation members from 40 years ago present, so they can be presented with their very special 40th birthday lapel badges.

We guarantee a great day and night of celebrations and memories. Please make an effort to come and join us.

Phone enquiries to Anne Cosier on 9456 1697



# 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](mailto:tfarmilo@optusnet.com.au) – Mob: 0411 240 818.



# When the Peugeot boat had wheels

**Roland Patris**

**P**EUGEOT WAS ONCE a boat-builder. At the beginning of the 20th century, the company, like many other manufacturers, converted car engines for powering motor boats.

As early as 1904, Peugeot distinguished itself in a race in Monaco by winning the 6.5- to 8-metre Class.

Peugeot engines were also adapted for river and canal use in launches, and for coastal use in fishing boats and pleasure cruisers.

In 1925, La Société Peugeot Maritime was founded at Levallois on the initiative of Lucien Rosengart, then managing director of Peugeot, "to build cars that went into the water".

Series production began with 5.5- and 7.5-metre boats with 5 hp or 12 hp engines, and 10 hp or 18 hp engines respectively.

The hulls were made of mahogany or okoumé and a variety of designs and fittings were offered for sporting or family use and tourist transport.

In 1926, at the first Boat Show, Peugeot presented a combined 8-metre launch with a cabin containing two beds, a galley and toilet.

At the 1927 show, Peugeot Maritime offered

a Technical and Tourist Guide to Coastal and Canal Navigation.

By 1928, there was a launch delivered with a 25 hp/40 hp petrol engine or a 30 hp/45 hp diesel engine built in Lille under licence from Junkers.

The range was further enriched with Indian canoes and removable motors.

In 1929, Peugeot was still expanding its range, but by 1930, all boating activities had ceased.

The company's investment was concentrated entirely on car production, which underwent an important change of direction with the launch of the 201.

In 1926, Peugeot Maritime created a publicity vehicle as part of its promotional campaign.

The vehicle toured through France and Spain, visiting all the Peugeot agents.

Contrary to what you might think from the photos, it was not, in fact, an amphibious vehicle, but wooden

coachwork in the form of a boat on a car chassis (believed to be a Type 177 or 181).

This very original advertisement aroused the curiosity of model collecting enthusiasts at CAMP (Club Autos Miniatures Peugeot), who realised its historical importance and decided to produce a 1/43rd scale model for members.

It is the work of CAMP member José Borja, who has created a number of other scale models of historic Peugeots.

Article and photos by Roland Patris, president of CAMP, from L'Aventure Peugeot Bulletin.



## Peugeot Onyx



**Tim Beissmann**

**T**HE PEUGEOT ONYX supercar concept is guaranteed to be one of the stars of the 2012 Paris motor show, with Peugeot revealing the awesome performance potential of the coupe's V8 diesel hybrid powertrain.

Rather than preview a future production supercar model, the Onyx concept is a development project intended to showcase the imagination and skill of Peugeot's designers and engineers.

The result is impressive nonetheless, with the oil-burning Onyx concept producing almost as much power as the Lamborghini Aventador.

The mid/rear-mounted 3.7-litre V8 diesel engine produces 447kW (600hp), which is sent to the rear wheels via a six-speed sequential transmission.

Peugeot's Hybrid4 technology recovers kinetic energy during braking and stores it in a

lithium-ion battery pack. The energy is released automatically under hard acceleration, boosting power by 60kW for a total output of 507kW.

Peugeot is yet to reveal the Onyx's sprint time or top speed, but with a total weight of just 1100kg – almost 475kg lighter than the Aventador – it's guaranteed to fly.

At 4650mm long, 2200mm wide and 1130mm tall, the Peugeot Onyx concept is 130mm shorter, 170mm wider and 6mm taller than the Lambo.

Peugeot's R&D department developed the car's carbonfibre chassis in collaboration with Peugeot Sport. The central structure consists of only 12 parts, eliminating connecting plates, improving torsional stiffness, and keeping weight down to just 100kg.

The wings and doors are handcrafted pure copper sheets while the rest of the body is carbonfibre painted matt black.

The cabin is formed as a one-piece pod with no stitching or joins, creating a cocoon-like environment, which Onyx interior designer Julien Cueff said was inspired by an egg carton.

"With remarkable economy of material, it protects very fragile items," Cueff said.

The dashboard is constructed from 'newspaper wood', a material com-

posed of recycled newspaper that is assembled and compressed to create 'logs' that are then carved into shape, creating a wood grain effect.

A head-up display houses the standard instrument cluster information, while the hybrid data is displayed on the car's digital screens.

A series of aluminium toggles sit above the driver's head in front of a strip displaying images from the three rear-facing cameras: two in the side 'mirrors' and the third providing a panoramic view out the rear.

If it all seems a little too good to be true, be sure to check back on September 27 when the Peugeot Onyx concept is unveiled in the flesh on the stand in Paris.

— from CarAdvice



# Peugeot 203 Wagener Spéciale



## Just watch me go at the traffic lights

South African club president Dawid Botha has tracked down the history of his racing 203 from letters and interviews with its original owner. He won't race it, but it might fang it on special occasions.

**A** VERY SPECIAL CAR that has for over 30 years been nestling in the forests of the Tsitsikamma National Park in the sleepy holiday resort of Nature's Valley, about 550 km from Cape Town, recently made a return appearance on the Killarney Racetrack after competing there 50 years ago.

Most racing cars have a short life and are discarded and forgotten when the drivers move on to something faster and better, but luckily not this one!

Philip Wagener started the project that would become a lifetime adventure when he bought an unroadworthy 1951 Peugeot 203 sedan for £75 from a friend early in 1962.

Soon after he had revamped the car, he and his wife Rika and young son Robert were involved in an accident when a ute went straight

into the side of the car. Nobody was injured, but the car was a write-off.

Another body, originating from the gravel roads of Namibia, which had no serious accident damage, but lots of rust, was bought. The new body was stripped and built up from scratch, and the already modified engine and other mechanical components from the first car were transplanted. Voila! They had a Peugeot again.

The distributor had already been shifted to the front of the engine and the radiator moved forward to accommodate the inlet manifold and carburettor arrangement. The inlet ports had been enlarged and separated and two Solex carburettors were fitted to a custom-made inlet manifold. The exhaust manifold had four 900mm equal length pipes. (Very

much the same as tuning expert Nardi had done on the European 203s.) There were stiffer valve springs and stronger spring retaining collars were machined from high tensile steel. Compression was raised from the standard 6.8:1.

Still during 1962 (I suspect he had a lot of fun playing around) Philip made aluminium inlet manifold for two SU carbs (1½ inch). With this state of tune he participated in the Camps Bay Hillclimb and came second!

Not long after this, he fitted a later C2 gearbox and designed and made a floor-mounted and very precise short-throw floor gearshift. A rev counter was made from a discarded speedometer and the cable connected to the former drive. Philip hand-painted the dial of the "rev counter" himself and you have to look twice to see that it is hand done. An SU electrical fuel pump and seat belts followed.

I think that little engine was getting thirsty and fast ...

Early in 1963 Philip started practicing at the Killarney racetrack near Cape Town and he realised that he could not stay upright in the standard seats around corners, especially when changing gears. Two real bucket seats from a 1935 Riley Kestrel were fitted. The front passenger seat could hinge forward and a 12-volt battery was housed underneath.

For racing (more playing around in the workshop) four SU carbs, a racing camshaft and a front anti-roll bar were fitted. All this proved worthwhile as Philip came third in all three races in which he participated. That was against racing aces like Koos Swanepoel in his Anglia and Emmot Barwell in his Alfa. Only three gears were used, reaching 7 000 rpm at the end of the longest straight. (Can someone who knows all the ratios please work out the speed?)

Although this was the end of the Peugeot 203 and Philip's short racing career, it was by no means the end of the development of the car. In fact, it seems as if it had only started, even if the car was now more used as a sport sedan for daily transport.

Straight after the racing at Killarney the two SU carbs were refitted as well as a camshaft that was more suited to road use. The 15 x 400 rims were changed for 15 x 380 rims – better



The historic races at the Cape Town Killarney race track



acceleration in top gear?

During 1964 a new exhaust manifold was made: four 18-inch pipes going into two 24-inch pipes going into one pipe all the way to the single silencer right at the back. (Getting those pipes around the right-hand drive steering column was no mean feat and there was a little cutting made in the monocoque body structure...). When racing the pipe was straight through without a silencer and it came out just in front of the rear right wheel!

In 1965 extensive modifications were made to the then standard 1,290cc block. The 203

block was bored out with a specially made hand-cranked tool. The block was not bored out to fit the wet sleeves of the next engine size, the 1,468cc 403, but to that of the now quite popular 1,618 cc 404. This must have given a lot of extra power.

In the beginning of 1966 Philip changed jobs and had more time and equipment at his disposal. During the next three years he widened the rims from 4½ inches to 6 inches. (Yes, he raced with standard rims and tyres!) The 203 cylinder head was modified to take bigger 404 inlet valves and bigger Leyland truck outlet valves – not everything is Peugeot.

In September 1968 Philip took over the

workshop and could buy his own machinery and tools, and in his own words: “Then I could enjoy myself when I had the time”. A camshaft with a Meissner (local tuning hero) no. 7 profile (suited to road and track) was cut and two Weber 40DCOE carburettors fitted. The bigger ports were matched to four short tubes for the Webers. (The 203/403 engine is highly suited for this kind of adaption as you only have to remove a plate on the side of engine and fit the inlet manifold of your dreams, unlike the 404 engine where you only have one small inlet port – a source of huge frustration!)

Soon after this a 403B bell housing, 404 gearbox, shortened 404 driveshaft and torque



Under the bonnet showing the final Weber-carried engine and custom exhaust manifold.





Dawid with Rika Wagener, the widow of the late Philip Wagener, creator of the car.

tube, the later 404 differential and 404 half shafts followed. The engine got a new 403 (still three main bearing) crankshaft and by this time the compression ratio was 10:1. A special intake was made for the air cleaner to take air from just behind the grille (unmodified!).

This was now a substantially modified car and quite fast for its day. Philip, who was a humble and gentle man with a great sense of humour, told me the top speed was about 180 km/h and it rushed to 100km/h in 10 seconds! His wife Rika recalls with great amusement how she once beat a big noise V8 at a traffic

light in Knysna.

But this little discreet hotrod had to stop! The huge standard Peugeot drum brakes at the front were changed for Ford Zephyr Six disc brakes and a brake booster working on the front wheels only were fitted.

At the rear a flat oval home-made stainless steel silencer tried to keep the sound down, but that was only up to about 2,000 rpm. Beyond that chaos breaks loose! (The car now runs with an additional small stainless steel silencer just in front of the rear axle. One has to consider the neighbours and your own ears.)



At this stage Philip considered the development complete. Apart from stripping the paint to the bare metal (second time in 20 years) and respraying the car, the only later modification that was Lumination electronic ignition.

For most people it looks like an original 1950s Peugeot, and it does give that impression, because everything that has been done to the bodywork and interior has been done so discreetly. For those who know these cars well, there are some serious changes!

First, the colour! It is a beautiful deep red, instead of the mostly boring Peugeot dove grey.

Some guys were lucky to get a drab olive green and the really special ones were black. Here and there some buyers got a beige or cream one. In Europe there was a beautiful deep maroon. I remember my grandfather had a charcoal one with a sun roof and the early small rear window.

On the Wagener Spéciale the small rear window was changed to the later more panoramic version. The bumpers and grille are painted glossy black (instead of body colour), but one must admit, it does look good. The widened wheels (with standard 165x15x8 tyres) take quite stance! The headlamps with halogen globes are not standard but only the purists will see that. The simple little stainless steel number plate lamp holder at the rear is another of Philip's own creations.

The basic interior colour is black (totally non-original) and the Riley Kestrel bucket seats with some white

piping are a real giveaway that this is a modified interior. There is a very short stubby gear lever in the central carpet covered gearbox housing instead of the standard steering column shift. The central square speedo with little square gauges and the second glove box in front of the driver have gone. In the centre is a big round Smiths speedometer and four round dials for fuel, temperature, oil pressure and water temperature to the left and right of the central big dial. Right in front of the driver, through the polished flat aluminium spokes of the custom made wood-rimmed steering wheel is the cable-operated rev counter.

The original plastic controls knobs have long disintegrated into powder and Philip turned a set of beautiful yellowwood knobs, one being for a windscreen washer! And there is also a hand throttle – too boring to use on this car.

On the left of all this is a funny little black handle. That you must pull with two fingers to engage the starter!

How did I get to know of the car? If I

remember correctly, another 203 enthusiast, Johan Fourie of Witbank, told me about it and one year in the late nineties, while holidaying nearby, we made a pilgrimage. Our two families immediately bonded and we became friends.

On that first visit I was granted the rare privilege of driving the car and going up the pass and giving it as go as soon as we reached level ground. I got the impression that this little car was faster than my 1985 2.2-litre ohc fuel-injected Peugeot 505GTi. We are still going to see to that in practice!

And so the friendship grew, with me drawing as much information out of Philip as I could during each visit. The fascination with the car stayed, but I never even had a wild dream that I would one day own the car.

In August 2011 Rika phoned me and said that Philip had died at 81 and that he would have preferred that I buy the car. We settled on a price and on 13 October I took delivery – with quite a weight of spares, including a gearbox



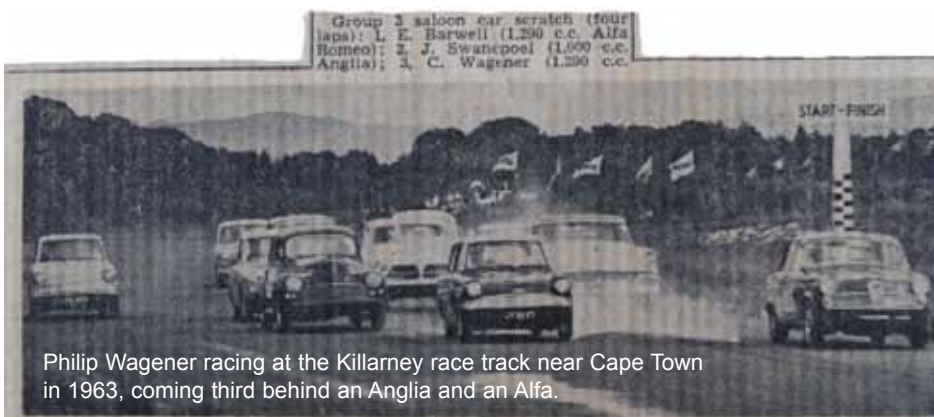
and differential.

The return journey of about 500km went without a hitch. I just scared some people up some steep hills.

This year Johan Loubser, vice chairman of our Peugeot club, and I took it around the Killarney track during the lunch time parade at the South Easter Historic races during the weekend of 4 and 5 February. It was a great feeling.

No, I am not going to race the car! I have never raced; it costs too much money, and if anything breaks, this car actually exists in the mind of Philip Wagener, who is no longer with us! So I am going to enjoy it, nurturing it for many years to come!

But beware some of these little ones at the traffic lights. Especially the ones nearby before a four lane road goes up a steep pass.



Philip Wagener racing at the Killarney race track near Cape Town in 1963, coming third behind an Anglia and an Alfa.



The historic races at the Killarney race track. We have a parade lap around the track and I could get THAT feeling in some of the corners and the straights, but not open throttle. So my Peurari had to behave herself! It was one of the conditions of sale that I would not race the car.

# Oh 3 Weekend



Lions and pussy cats

## Jim Kearns, John Williams & Graeme Cosier

**N**OWRA IS BETTER known as the town of three Bridges – Shoalhaven, Keith and Hilma, the latter two being our long time club members of course.

A select group of members and partners visited the picturesque Shoalhaven area of the NSW south coast recently with a focus on the Jervis Bay area with its various inlets and coastal villages. Nowra was our base for the weekend.

Attending were Keith and Hilma Bridge (203GT sedan), Bob and Helen Taylor (403 ute), Rob and Ruth Oakman (Claytons Peugeot Van), Lew Oakman (Rob's brother) 404 wagon, John Williams 1951 203 sedan (ex 1992 Targa Tasmania), Jim and Marie Kearns (1954 203 sedan), Geoff and Nicholas McHardy (203 sedan), Keith and Noelene Larsen (203 sedan), Max Foster (404 sedan), Helen Louran and Neil Drennan (206 GTi180), Anne and Graeme

Cosier 406 (2 x 203s?) HDi wagon.

Our base was the Pleasant Way Motel at Nowra that quickly gained a reputation for its outstanding hospitality and their bacon and egg breakfast start to the day.

On Saturday, we travelled along the edge of the beautiful Shoalhaven River which is surrounded by many dairy farms. We did have to keep our windows wound up here!

An early stop at the historic Jindyandy Mill antique shop provided a photo opportunity for the vehicles. We stayed longer than expected due to the rich variety of antiques that proved a real attraction for the ladies.

Greenwell Point, at the delta of the Shoalhaven, was historically significant and was explained by the Nowra boys Keith and Bob. A channel that connected the mouth of the Shoalhaven to the Crookhaven River was dug many years ago by David Berry of Berry township fame to enable boat access. Another quick photo opportunity was taken on the banks of



the Crookhaven River where a humorous lion up resulted, before stopping at Callala Bay for a pit stop on the shore of Jervis Bay. Noelene's lemon cake was a refreshing highlight of the morning.

Travelling in convoy, we negotiated the busy Princes Highway with all members accounted for on arrival at Huskisson or Huskie as the locals call it. The Voyager memorial was near our picnic spot in the park. Most of the contingent feasted on seafood from the 3rd best fish and chip shop in NSW.

From Vincentia, our convoy veered inland to St Georges Basin before heading back to Keith and Hilma's home for afternoon tea of lighter than air sponge cake and home made chocolate brownies. We also had some amazing discoveries, but that is a story for another day. A hectic day was rounded out (literally) by another sumptuous meal for 15 at the Steakhouse Restaurant. The entrees of macadamia satay king prawns and honey tempura prawns were both popular, as was the steak and pavlova. We





can definitely recommend this eating house!  
 Sunday's run included picturesque Gerroa and Gerringong for Devonshire tea. Lunch time was hamburgers by the blow hole at Kiama. The roads in this area were ideal for Peugeot touring.  
 Once again, another great weekend was had by all, and a special thanks to Jim and Marie

Kearns for the terrific organising, with a little local help from Keith and Hilma Bridge. This definitely was an interesting and scenic area to visit.  
 Whether you have an Oh 3 or not, this is one regular club event to put in your diary for next year when it is announced.

**Clockwise from top left:** Oh3 tails in the sun; this could well be the "pool room" at the Bridge's Nowra home; some 203 stars at Huskisson.

**Inset:** The Oh3 ladies grouped together for a beautiful shot.



Pictures: Graeme Cosier



# Sydney's Backyard — part one

**Bruce Knowing**

WE BEGAN WITH three cars and seven people, a cosy group. Grahame and Jeanette Foster brought the newly spruced up 306 "Cab". Don Bailey came with his Disco with Paul Pracy as co-driver. Bruce and Rhonda Knowing brought the 505 STi, with Barbara Piotrowski. The first day began for Don and Paul with a major traffic

jam on the M4, turning their early start into a late one.

Their eventual appearance though, on Barkers Lodge Rd, was not extra-terrestrial as is sometimes reported in the area.

At Thirlmere a grey heron put on a display for us, as did the recently upgraded and extended Railway Museum. There were many comments about needing to visit the museum again; allow a day! We followed the old railway down

to Mittagong where we noted the old Tooth's Brewery and enjoyed the views from the three Mt Gibraltar Lookouts.

We did some skylarking around the Wombeyan Rd Tunnel marveling at the hand pick work used in its construction. "Sound horn on blind corners" signs were a timely reminder that extreme care is needed on that road.

The views are the payoff for the patience needed to do that drive. About 20 local kangaroos greeted us as we arrived. Some of us stayed in the old Post Office Cottage and enjoyed its warm but dated charms.

Overnight the fire in the cottage unexpectedly kept going strong, it seems that we had two silent stokers.

The cabin though, was not a lot of fun with a pesky hard wired smoke alarm that kept chirping until it was drastically dealt with, and then a frozen water pipe in the morning precluding showers and teas.

The fat Satin Bower birds were very tame and came within three metres of us.

Taralga charmed us with its natural stone buildings — some of which are being restored. Christ the King Catholic Church with its Art Deco front pillars, is an impressive building from any point of view.

Morning tea was devoured in style at Tim Burke's "St Kits" 100 acre mountain retreat, everyone enjoyed seeing his handiwork, both furniture and landscaping.

The big mud puddle on the Range Fire Trail was the first driving obstacle, and with



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some strategic study was negotiated without a problem.

The original name for Batsh Camp had two more letters in it. It was shortened as a concession to polite society. Nearby are the Colong Caves where bat dung was mined for fertilizer. Near Bindook Station is the main location beacon for Sydney Airport west approach, we found the access road and some of us walked up to find a substantial installation.

At Yerranderie, Don and Paul slept in the primitive "Bank Room". They rose to the occasion with appropriate humour, but the septic system was in dire need of attention.

The 90 minute haul out of Yerranderie was broken up when a mustard coloured puppy with white sox, (about 30cm shoulder & 4 months old) was on the road. When it went into the scrub we stopped to look and it responded to our calls. It nervously came out twice and howled; it was a dingo.

At Mt Werong camp we had morning tea and one of our number (name not for publication) rinsed his cup and threw out the contents. Fifteen minutes later there is a call on the CB saying that someone had lost a half plate. "No problem", some of us thought it's broken anyway, why did you keep the other bit? "It's worth \$2,000 dollars"!! Then I saw the gap in his teeth!

Thankfully the prosthetic mouth device was found within 60 seconds of returning to the site. Barbara and I took the suggested opportunity to do the three hour recovery trip to Wombeyan Caves for her bag.

The others took their time to go to Kanangra Walls. Yes, you can ask why! Barbara and I arrived at Jenolan Cabins well before the others. The views from the Cabins are spectacular. With binoculars we could easily make out the Hydro at Medlow Bath, Katoomba with the huge Carrington Chimney and the Narrow Neck fire tower lit up in the afternoon sunlight. The "pink" lamb dinner at Chisholm's Restaurant was melt in your mouth stuff which was finished off by a cheese platter.

We got to Oberon a little early so took a squiz at the dam which was happily overflowing. The strong west wind was causing waves to flow down the spillway.

The opportunity to shop was preceded by a quick drive around town including the vibrant OTHR (the Oberon Tarana Historic Railway). There is a new shed being constructed and grand plans to resurrect all 24km of track. This short branch line includes some of the steepest gradients and tightest curves in NSW.

Morning tea at Tarana Station was a bleak affair in the wintry wind. Antony Symons proudly showed us around his studios & "sculp-



The mud puddle. Picture: Bruce Knowing

ture garden" at Rydal. It's definitely a "don't miss" if you are in the area. He currently has a commission to produce a sculpture to celebrate the aboriginal participation in the First World War. The multi-figure 2.7m work will be ready for display on the 100th anniversary of the Gallipoli Landing in 2015. (Apr 25th) We were

The dingo pup. Picture: Don Bailey



privileged to see the concept drawings and a completed bronze model (about 1/5 scale) of the work. The Bangarra Dancers and other aboriginal consultants have helped him in the development of the work.

Don Watkinson rightly showing off his pristine 505 Executive steered us in the direction of the Wallerawang Bakery, where for \$9 each we had a beautiful lunch. The murals and industrial sites for cement and power took some our afternoon attention, which was topped off by the wonderful afternoon views of the Wolgan Valley and Newnes.

Newnes industrial ruins and hotel deserve a revisit on their own and could easily occupy a full day. Our host Thomas was very ill but still went out of his way to serve us. No pizza sadly. He was up at 7.30am next morning working on a fine new 11 bed cabin which will have an octagonal dining table in an octagonal tower room.

Barbara drove the 505, tackling the infamous Blackfellows Hand Track. You see she is a "GOYA" type. (Ask Don!). This is where the 306 was to meet its match. Creditably, Grahame had that little low thing doing a few wonders. Everyone was trying to be helpful and I think

he had about 15 drivers at one stage – sorry Grahame. The 306 got up 100 metres of the gorge when discretion had to overcome valour.

We all piled into two cars for the "Lost City". I'm glad I had driven it before because I was tempted to give up. Parts of the track were worse than last time. We worked and strategized our way through, over, around, etc. and were rewarded by the magnificent views. Even the Disco put its towbar on the ground once.

The 300 degree view of the Lost City is worth the two hour return walk if the vehicle won't do the track. The time was well spent at Mount Wilson, cruising the picturesque lanes and inspecting the Cathedral of Ferns. There were lots of girls with dogs it seemed and the conversations arising were very amusing.

Grahame and Jeanette were in the process of leaving for their home at Newcastle when a dreaded black puddle was found where the 306 had been parked. Careful inspection showed a damaged alloy sump but no serious loss of oil. Bar soap was liberally applied and Grahame later confirmed that the "repair" was still holding the next morning — no oil on the garage floor.

The morning greeted us with a beautiful layer of snow over everything except the road. It was "the icing on the cake" for our trip. The T3 Lookout presented us with about the most silence we had had for a few days and the bird-song was varied with Bell Miner, Whip Bird and other LBTs. The 240 degree views of the Wollemi National Park showed how extensive it is.

We quickly ducked down to the Colo River and drove along it for some way and then to the tiny secluded camp ground and ford at Wheeney Creek.

We said thanks and goodbye to Don and Paul there, and headed home weary but pleased with the fun we had.



Wallerawang lunch stop. Picture: Don Bailey

No GPS: Two smartly dressed women check a map in this publicity photo for the Peugeot 302.



paper l'Alsace. "I believe in the ability of PSA to innovate and renew itself, which finds its source in the know-how on the site Sochaux. The businesses that are based here are of industrial excellence."

London's Financial Times has noted that the company still has ample cash from its Bank PSA Finance, a capable chief executive and a clear plan for staying afloat in the thankless European car market.

It hinted that the government appeared to be resigning itself to let Peugeot follow its own path back to profitability.

Anyway, Philippe Varin didn't mention the billion dollar first half loss or the need to close plants and downsize the way the US industry had done during the global financial crisis.

He cited Peugeot's plans to spend nearly €2 billion on a new clean three-cylinder engine, a modern paint shop at Sochaux and new generation Peugeot, Citroën and Toyota vans at the Sevenord factory as evidence of its commitment to French industry.

It was left to Thierry Peugeot to cover the history of Sochaux.

It was begun as a truck factory in 1912 and had the room to expand after the First World War to become the family's major car plant and a premier French industrial site in contrast to other automakers who remained near Paris.

"The group throughout its history has known several crises," Mr Peugeot said, noting the depressions of 1929 and 1936, the occupation during the Second World War, the financial struggle of 1968 and the floods of 1990.

"Sochaux has the DNA of the company and the whole group," he said.

"Behind the Peugeot Adventure, there is the human adventure, which makes this place the flagship of the group, first and foremost with a future as a place of memory. This is what makes us confident in the future ..."

It was a positive note at a time when the group's financial problems are deep enough to be mentioned in the Australian press.

According to Toutes Les Peugeot, the year-by-year listing of car models, Sochaux produced the luxurious sleeve valve Type 156 from 1920 and later versions of the 172 Quadrilette from about 1924.

The big change came with the switch from artisan-style workshop manufacture to building steel car bodies with body panels formed by

# Looking ahead as Sochaux turns 100

Peter Wilson

IT WAS A TRUCE FOR a day when Automobiles Peugeot kicked off the celebration of the centenary of Sochaux – one of the world's oldest automotive production sites still in operation – with political guests present on September 10.

However, there was no sign of French president François Hollande, who had vowed to block any sackings or closures when he spoke during his election campaign at the factory where 12,000 people work.

Nor of industry minister Arnaud Montebourg whose war of obstruction against the Peugeot group's planned rationalisation and criticism of the Peugeot family was described in the German press as "Paris is killing French indus-

try".

And not a mention of the report due that day from [industrial] relief minister Sartorius Arnaud Montebourg on the health of Europe's second largest automaker.

Instead, sharing the speecmaking with family head Thierry Peugeot and group chief Philippe Varin on the declared theme of "In our history we will draw our strength" was finance minister Pierre Moscovici, who said he felt quite at home.

Of course he was. The one-time member of the Revolutionary Communists had begun his political career having to prove himself in this Peugeot region and he was not about to step out of line.

"I am not unaware of the difficulties. I do not minimise," he said, according to the local

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huge stamping presses.

US-style assembly techniques were ramped up in 1929 to take the 201 to unprecedented volumes that brought prosperity to the firm and the streamlined 402 and 202 followed in the 1930s.

After the war Sochaux later produced models more familiar in Australia such as the 203, 404 and 504.

The factory continued to expand, involving in the 1980s the diversion of a river to make room.

While other major makers began components from specialist suppliers, Peugeot continued to make its own components and sub-assemblies and Sochaux had an unusually broad range of manufacturing activity.

Towards the end of the past century, Peugeot began buying in more components and sub-assemblies to reduce costs and some departments, including the seating factory and foundry, were closed.

The assembly lines have grown in sophistication with the introduction of individual chips with build instructions for each car, and computer control of welding, some component assembly and painting.

Last year Peugeot said it would end its own shock absorber production and use units from Spain.

Sochaux has produced more than 20 million cars.

Today the site assembles 1 670 vehicles a day: the Peugeot 308, 3008, 5008 and Citroën DS5 with their hybrid versions.

The factory's big research department is developing replacements for the No. 2 platform models, the Peugeot 308 and Citroën C4.

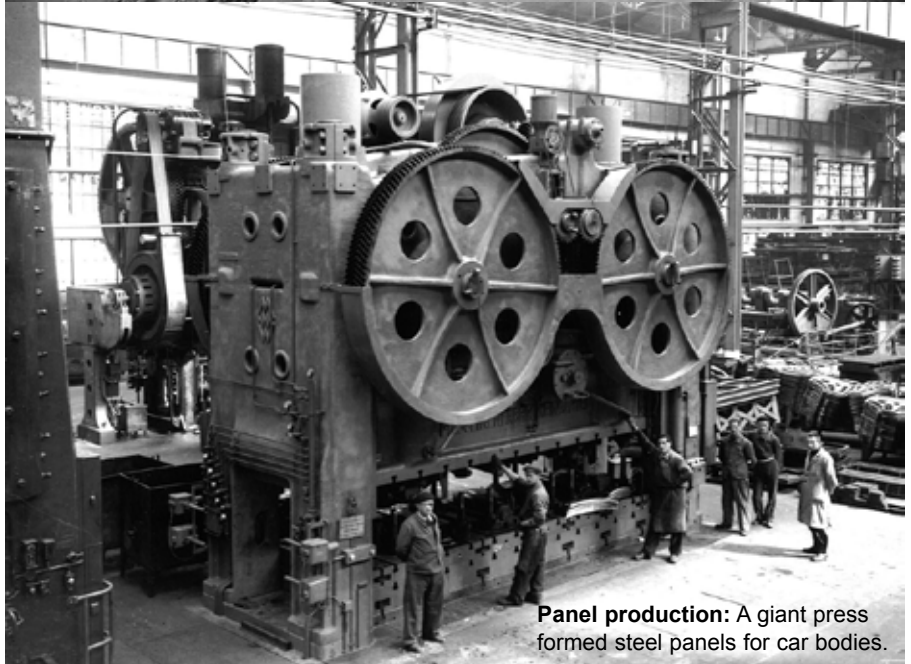
L'Aventure Peugeot advised the club of a major retrospective being shown at Sochaux until 15 October with pictures taken from the vast library of the Archive Centre Group Terre Blanche on themes such as the evolution of working conditions, the role of women in the industry since 1912 and the development of a vehicle.

During September Sochaux opened the plant to the public for a day of "bicycle cars in the country". Workers could take their children to see what went on.

On 20 and 21 October the Chaplin film Modern Times will be screened in a huge workshop with live music from a regional philharmonic orchestra.



203 line: One man fits a sunroof while another fits the window mechanism.



Panel production: A giant press formed steel panels for car bodies.

Photo break Work stops on the installation of a jet engine to warm the factory in winter.



Worth a smile: A young woman cleans a casting.

Photos: Peugeot

202 line: Fitting hinges on a rear door.



# Peugeot execs to drive on rerun

**35 years ago**

**1977** Some Peugeot 203s are among cars of the 1948-1956 era auditioned for a film set in the Hunter named Newsfront.

Tim Stanley's Peugeot 504 gets bogged on a dirt road at Tenterfield, and the revving engine ignites the grass and burns out the car.

Stewart Gibbs selling a going but unregistered 1963 Peugeot 403B for \$120 and restored.

**30 years ago**

**1982** Leyland sets aside an area at the Sydney Motor Show for a club stand with a Peugeot 203 displayed. Visitors mention old Pugs around Sydney – a 1930 car and a 1918 model at Wentworthville – and this gets members wondering about what other vintage Pugs are around. Equally amazing is the Chinese meal after the show – all-you-can-eat for \$3.20 .

**25 years ago**

**1987** Vince Curry finds a kit for a wiper timing control for \$8.95 and says its easy to fit.

Peugeot concessionaire JRA slashes prices of spares, including 40 per cent off body panels and savings on filters to encourage use of genuine parts.

Envy here at US Peugeots having a three-year 36,000 mile warranty with five years on the power train, plus 2.2 per cent finance.

**20 years ago**

**1992** Plans for a dinner at the Berowra Chalet, a Nowra weekend with the Naval Air Show, a tri-club visit to Mangrove Mountain to Max Houston's resto workshop and a Cherry Festival visit to Young.

Jon Marsh works out that in the club's first 20 years, it has had 21 committees with a total of 10 women, 72 blokes and one romance.

**Twin cab ute:** John Baird admired the rugged look of this 504 in China in 2002 but wondered what the driving would be like on the big tall crossplies.

**15 years ago**

**1997** A large roof collects Dennis Barber's Peugeot 504 rally car on a remote track, damaging the front beaver panel and wrapping the radiator around the front of the block. No problem, as Dennis is carrying a spare radiator. He puts a rope around a tree and reverses fast to tug out the panel damage.

Tony Spragg has reached Washington, a month into a trip around the US with his wife and tot in a \$US1,125 1981 model Peugeot 505 turbo diesel. It's cheap touring and he's sighted 17 other Pugs so far.

A new bus service from Parramatta to the Hills district passes Steve V6 Palocz's home and Steve swears he had nothing to do with the route number ... what else but 604?

**10 years ago**

**2002** Great excitement when Peugeot Automobiles Australia agrees to sponsor the Redex Re-run that Graham Wallis is organising for the Victorian club on the 50th anniversary of the Peugeot 203 in 1955. The importer is not going to miss out on the fun and plans to send some cars around, giving motoring journalists and executives a drive in the adventure. Some 80 cars from the period are expected to enter and Graham has found some original drivers willing to take part as well.

Roger Petheram was glad he was in his sturdy Peugeot 504 when a semi he was following over a bridge at 90 km/h lost a three-tonne girder. The front of the Pug was a mess, but the passenger capsule remained absolutely intact.

A reckless club member takes Dave McBean for a ride in his hot Peugeot 404 after a club meeting to show how it went and Dave expected it would be revved out in third. But no, the lit-up "block of flats" was revved out in fifth to



a tonne along Queens Park Road and sets off a car alarm with its speed wake as it flashed by members chatting in their car park groups.

**Five years ago**

**2007** Simon Craig ready to take over as editor of The Pugilist after Peter Wilson signs off after 10 years.

David Bean discovers the press 207 CC is a chick magnet and, ever the suave operator, demonstrates to some appreciative little old ladies how the convertible can transform into a hardtop.



**Fine vintage:** Visiting the Burgundy countryside in 2002, John and Christine Carswell find this 1911 Lion among Peugeot motor cycles in a museum near Beaune.



**Lost in Provence:** A puzzling backroad moment on a wonderful European tour Chris and Lyn Nelson made in 2002 with friends in the impressive comfort of a leased new Peugeot 406 diesel that lived up to the news of its frugality.

**Mark Besley**

## Rear Hatch Lock

**T**HIS MONTH, I AM writing about a problem with the rear hatch lock on a 2002 307 XSE owned by PCCV member Jan Fly. I would like to thank Jan for showing me the problem and documenting her experience in getting it fixed.

Jan's problem was that the rear hatch would not lock or stay closed, meaning that it was bouncing open on every bump as she drove along the road, and also meaning that the car doors could be closed but not locked.

Firstly, a little insight into the way that the locking systems work on a 307 and other recent Peugeots. Unlike earlier models where unlocking the tailgate or boot was a mechanical action involving pushing a button or similar, later model Peugeots accomplish this task electronically. When you reach under the exterior handle to unlock the tailgate, you press on a plastic bar which presses on a small microswitch which then actuates the mechanism and releases the tailgate.

There are only a couple of millimetres of movement and people unfamiliar with these vehicles sometimes find the action a little disconcerting initially. However you soon get



Microswitch from a 307 Tailgate Release. The arrow indicates the tiny button that is depressed when you press the release from the outside. To get an idea of size, the whole part pictured is about 30mm long.



Tailgate release on a 307 Touring.

used to it and tend not to think about it until something like this goes wrong.

We should also speculate why Peugeot went to such a system. Although there is the added complexity of a switch and an electrically operated lock, there are benefits in a simplified central locking system. When the car is locked, power is simply disconnected from the tailgate, so pushing the switch from the outside does nothing and the tailgate stays closed. This makes it easy to implement the central locking system.

Note that late model Peugeots have no interior locking buttons on the doors and no key slot on the hatch/tailgate. Also the central locking system detects whether any door or the tailgate is open and the car cannot be locked in this situation. Of course this compounded Jan's difficulties as her car could not be locked while the system detected that the rear hatch was not closed.

We had a look at the fault at a General Meeting a few months ago and determined that the problem lay in the tailgate lock mechanism. Following this, Jan attempted to procure a replacement part from a wrecker. However the wreckers would only sell the entire mechanism at an asking price around \$600.

Jan's further investigations revealed that the switch could be purchased separately as a Peugeot spare part which fortunately meant that she didn't have to buy the whole lock mechanism. Further to this, Jan was advised by Peugeot that this is a "common item requiring replacement in older models". As we are aware, Peugeot's definition of an "older model" is something around ten years of age. This is in marked contrast to the views of many of us in

the PCCV who regard 203s and 403s as "older models", 404s and 504s as perhaps middle-aged and anything with front wheel drive as fairly new.

The repair (including labour) cost Jan less than \$150. If you wanted to do this yourself, you would only be up for the cost of the switch itself. According to the Haynes 307 Manual,



This is the part you need to fix this problem on a 307.

removal of the tailgate trim is straightforward, then it is simply a matter of undoing a couple of nuts to remove the lock mechanism.

I also thought about why these microswitches may fail, and it may be that they are insufficiently isolated from the outside world, meaning that dust and perhaps water ingress lead to failure of these items. Interestingly when I examined my 3008 tailgate, I noticed that the section you press to open it is made of rubber which is sealed around the edges and would do a far better job of keeping dust and moisture out.

— from *Torque*



3008 Tailgate release and lock

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## For sale

505 station wagon, 1989, has a broken clutch fork so the clutch doesn't work. Reg XNC289 until 25th of January 2013, \$1,500ono VIN/Chassis: VF3551F8603162007, Xabier, 0449045273. xabier@atlantiscorp.com.au

504 wrecking, Complete car available for parts. Motor is able to be run, was overhauled and hasn't been driven. Transmission overhauled with new clutch and p/plate. Other parts available. Jeff Ramsay, jr.we.ramsay40@gmail.com

## 207 R3t Evolution in 2013 ARC

In an exciting development for the 2013 Australian Rally Championship, Kumho Motorsport Manager, John Mills has announced that he is importing a Peugeot 207 R3t Evolution modified to suit the G2 class regulations for next year's Australian Rally Championship.

John is currently negotiating with Innate Motorsport to run the Peugeot.

"The Innate Motorsport team has been going really well this year and their results have us 4th in the 2WD Championship with our Fiesta, but

I want to step up to out-right contention" John said. "The Peugeot has the spec on paper and I think that Innate Motorsport and their driver Adrian Coppin is well placed to campaign the car next year" he [Mills] added.

The car has impressive technical specifications

- Front Wheel Drive
- 1.6L turbo charged engine
- More than 220 BHP
- More than 310 Nm torque
- 6 speed flat shift sequential gearbox
- Top speed exceeds 190Kmph
- Peugeot Sport developed gravel and tarmac rally suspension, brakes, roll cage, seats

Email your free ad to [nswforsales@peugeotclub.asn.au](mailto: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, 23 OCTOBER. The ad must include a CASH PRICE one and a name. No price one, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

purchased from a Peugeot dealer in Warsaw, Poland. The car spent last year contesting the Polish national championship before being offered for sale. Since buying the car, John has had it shipped to the UK, so that a Sadev 6 speed sequential gearbox can be installed to replace the Sadev 6 speed dog box.

Innate Motorsport driver Adrian Coppin said "John has approached me about running the car next year and I am very impressed with the Peugeot's specifications. I think the torque will make it very drivable and it should be able to run with the best G2 competitors. But we have to raise the budget to run the car properly, so there are a few hurdles to get over before the deal is done".

The team will travel to the UK in September to watch Wales Rally GB and then test the car before it is shipped back to Australia before Christmas.

• Magneti Marelli ECU

The car, a 2011 model, has been

## Club Christmas Dinner

Graeme Cosier

UNFORTUNATELY, THE VERY popular new venue we tried last year at Oatlands House has been refurbished and turned into a wedding reception centre, so is unavailable. We have looked at various alternate options and decided to use the same central venue at Parramatta that we will be holding our club 40th birthday celebrations in February. Parramatta Workers Club is central, heaps of parking in the grounds, plenty of food, and we have exclusive use of our own room. The entrance to the off street parking and the club is in Purchase St at Parramatta. Be careful as George St in front of the club is one way to the east!

We invite all members and their partners to join us on Saturday 24 November at 7pm for a 7.30 start. There will be plenty of camaraderie and the usual Christmas raffle. Feel free to bring a wrapped raffle prize to add to the prize pool, if you would like.

The cost is a very reasonable \$35.00 per head. If you wish to secure you place for this dinner, we require a \$20/head booking fee (or full payment of \$35/head if you prefer). Either send a cheque, payable to Peugeot Car Club of NSW Inc with your details to the club address, or transfer your deposit or full payment as below.

Post your renewal and payment by ordinary mail to the club at PO Box 404, Gladesville NSW 1675.

Please do not post cash

You can pay by direct deposit, via an internet transfer or at any National Australia Bank branch. Include your name with the payment on the deposit form so we can identify the source. List your payment as "Christmas Dinner" with your name(s).

The club's branch is Manly, 46 Sydney Road.

Account name: Peugeot Car Club of NSW, with BSB 082 352, and Account 03583 8284.

After your deposit or payment, please email your name, the number of people attending and their names, the amount you are transferring, and the date to [nswclubinfo@peugeotclub.asn.au](mailto:nswclubinfo@peugeotclub.asn.au) to let us know of your transaction. It's vital! We need to ensure whether your payment is for 2 deposits, or full payment!

We guarantee a great night. Please make an effort to come and join us.

Phone enquiries to Anne Cosier on 9456 1697 or to [nswclubinfo@peugeotclub.asn.au](mailto:nswclubinfo@peugeotclub.asn.au).

## OASIS Run 2 October

### Reg Short

Our next OASIS run is to Rouse Hill Cottage.

We'll meet at Sunnyholt Rd McDonald's at Blacktown in at 9:30am for a 10:00am departure.

We are off to Rouse Hill Cottage at 21 Guntawong Rd, Rouse Hill. Admission charge is \$4.00 per head.

After this we depart for lunch at approximately 12:30 to the Ettamogah Pub on the cnr of Merryville and Windsor Rds, Kellyville Ridge.

## Vale John Green



**Death of member:** At the August club meeting past secretary John Geremin reported that John Green had died on August 23. John had earlier told John he was selling his Peugeots and not renewing his membership. In 2007 John realised a long-held dream and visited the Peugeot Museum at Sochaux with his wife. They had a chuckle over this picture. Just before she took the photo, John thought he had stood on a snake. It was a garden hose.



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|                                     | 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 6766 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 |
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| Trivett City & Eastern Suburbs      | Service & Parts                   | 75-85 O'Riordan Street            | ALEXANDRIA      | NSW 2015     | 02 8338 3961 |
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|                                     | Service & Parts                   | 109 Creswick Road                 | BALLARAT        | VIC 3350     | 03 5331 5000 |
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|                                     | Service Unit                      | 55 Garden Street                  | SOUTH YARRA     | VIC 3141     | 03 8290 2888 |
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| 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 |
| <b>QUEENSLAND</b>                   |                                   |                                   |                 |              |              |
| 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 |
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| 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 |
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| 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 |
| <b>SOUTH AUSTRALIA</b>              |                                   |                                   |                 |              |              |
| Australian Motors                   | Sales Showroom, Service & Parts   | 10 Goodwood Road                  | WAYVILLE        | SA 5034      | 08 8269 9500 |
| <b>TASMANIA</b>                     |                                   |                                   |                 |              |              |
| 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 |
| <b>WESTERN AUSTRALIA</b>            |                                   |                                   |                 |              |              |
| 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 |
| <b>NORTHERN TERRITORY</b>           |                                   |                                   |                 |              |              |
| Sapphire Motors Pty Ltd             | Service Unit                      | 2 Duke Street                     | STUART PARK     | NT 0820      | 08 8941 6511 |

## AFTERcare

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