

the pugilist

A close-up photograph of the rear of a silver Peugeot 208. The image shows the rear window, a red taillight, and a '208' badge on the trunk. The background is blurred, showing some greenery and a building.

Magazine of the
Peugeot Car Club
of NSW Inc

November 2012

208

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Glamorous touch from Paris

Peter Wilson

THIS YEAR IT was a case of “honey, they’ve shrunk the motor show”, with fewer exhibitors spread through the Sydney convention centre.

It meant there was a bit more room for Peugeot to showcase its range and show off its hero model and its new potential favourite.

Members who attended as guests of Peugeot on October 24 after the emailed alert found at the home base a facelifted RCZ coupé – flown in fresh from its debut in Paris the previous month – doing a number on the turntable as the highlight of the only French stand.

It carries the smaller lion badge, the more subtle new venetian-blind type of grille with

The cover

Just in: The 208 — Europe’s most popular French car in September — has finally hit local shores and into your local dealership. Check inside as there will be a few more of those dealerships very soon.

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the name PEUGEOT at the top in larger type than on the Peugeot 208, new headlights and the European-mandated LED smiley running lights.

The new RCZ is expected here about next March with the present engine range and possibly a hot 194 kW variant later in the year.

The car that seemed to command the most attention was the 208, the newly released model that had been at dealers for hardly more than a week, and it looked really good in the metal.

It’s an attractive hatch closer to the popular 206 in size than the plumper 207 that is now being run out in its specced-up Sportium identity.

Everyone was lining up to sit in the 208s, to try the seats for comfort, to grip the wheel and to check the pedal usability. Was it right that despite being shorter than a 207, it had extra knee room and more boot space?

There is considerable uniformity in the dash and console appearance of small cars, but the 208 had the difference of a small wheel and its high positioned instrument panel.

Something familiar was missing. The 208 is the first Peugeot to be sold here without a CD player. Instead, it has USB connectivity, Bluetooth and iPod and a touchscreen in recognition of consumer trends.

The 208 comes mostly as a five-door and in four specification levels and three frugal petrol engine options, but not a diesel, as that would be considerably more expensive.

The 208 has now become the most popular new French car in Europe, according to September statistics and has the potential to do well in Australia.

No doubt some of those who tried the car for size were whetting their appetites and wondering how different the 208 GTi would be.

While the GTi made its debut in Paris this year beside the 2008 crossover that is also scheduled for eventual Australian release, no example was freighted in and the long Peugeot GTi gap will extend until next winter.

Not everyone had seen the other new Pug

in the showrooms, the 4008 light SUV, and that was checked thoroughly for size, seating and features.

Peugeot now has three models with high driving positions and the 3008 crossover and the 4007 compact SUV, which will be run out when right-hand-drive supplies finish.

Having the 308 there as well reminded that it is a good Pug and it offered the most comfortable seats of those sampled on the night.

Peugeot did not display its commercial range this year.

It was the last motor show for a while at Darling Harbour, with the next at the Sydney Showground.

Neither Renault nor Citroën, which is tipped to join the Sime Darby stable in the new year, were at the show.

The show included a line of big ticketed AMGs (one for \$425,000 on the road as shown), a cocktail party of blokes having nibbles next to the new Beetle, the VW Up cheapie, a Holden Volt with electric motor plus a 1.4-litre petrol engine there just to drive the generator, an electric Nissan Leaf, a \$754,000 plump new Lambo, a Ford with doors hinged on the roof to give access to all seats at once and an Aston Martin Goliath with absurdly fat feet (“Where would you drive it?” asked our Mr Bean).

A Woy Woy sports coupe concept, if you overlooked the wheels and grille, hinted of the Delahaye and other upmarket French shapes of the 1930s.

An oddity was a lowered 1967 Ford XR with green cred – a 7.3-litre V8 donk that runs on bio-diesel.

While the Daily Telegraph had its customary Girls of the Show slideshow on the web, the mix of glamour and fashion on the night was not like it used to be. No Audi girls in their slinky flimsies.

Toyota had some of the prettiest girls but the dress was smart. Jaguar made a good try at glamour. On some stands the girls wore blouses and skirts; on others some wore trousers.

The lone Peugeot gal had a nice smile, great legs and possibly the highest heels at the show.

French Car Day 2013

Ross Berghofer

I'D LIKE TO thank Doug Smith for arranging the club's visit to Shannons for our October meeting.

This is always a welcome night on the club's program, with lots of interesting cars to look at. This year there was a lovely restored 1921 1.5 litre Citroen Type B — but no Pugs. We did, however, see the Peugeot poster signed by Geoff Brabham. At the time of printing it was due to be auctioned on the 22 October, at the Shannons Sydney Spring Classic Auction.

I'd also like to thank Peugeot Australia for offering 30 tickets for club members to visit the 2012 Sydney Motor Show. Our night was scheduled for Wednesday 24 October, from 6:00 pm. I understand that a face-lifted RCZ will be on display.

The Australia Day display of cars will be hosted by Supercar d'Elegance this year, after NRMA stepped back from its long-running sponsorship of Motorfest. The blurb indicates that a concours d'elegance will be held, as well as a motorcycle display and concours d'elegance "prestige oblige" (whatever that means). The closing date for entry is Friday 9 November; information is at www.australiaday.com.au/carnivale

Plans are already underway for All French Car Day 2013 and the proposed date is Sunday 14 July, subject to the availability of Silverwater Park by Auburn Council. A sub-committee is reviewing the judging criteria and point scores, with a view to update them and publish them before the event.

If you have plans for club events, whether sporting, social or otherwise in 2013, please let Graeme Foster know so that he can co-ordinate all the plans. The club has prepared a preliminary calendar for 2013 so that he can slot you in.

Sandra and I are off overseas. This means I will not be at the November or December club meetings or the club end of year dinner. I will leave you in the hands of the very capable Graeme Cosier, the club's vice president.

And finally, have you noticed the big grills on some cars now. What was it that motoring writers wrote about the 407 and its big grill?



In the meantime, keep on Pugging on.

Club Christmas Dinner 24 November at Stonebar Seafood Brasserie



Graeme Cosier

Since we advertised our dinner last month, we have had to make a few changes, mainly caused by the slow response to booking.

We have changed our venue to the more intimate Stonebar Seafood Brasserie at 40/2 Bay Dr at Meadowbank. This has an extensive range of seafood, chicken, beef, etc. including

gluten free food, which should suit all tastes.

It is right next to the Meadowbank ferry wharf, has water views, and has plenty of off street parking. Due to this venue change, we have had to slightly change the menu and price, which we are hoping is still acceptable to members.

We still 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 now \$40.00 per head for a 2 course meal of entrée and main. This is heavily discounted from the menu price! We can't split the bill, so we have to pay cash on the night. To make this easier on the night, we are requesting prior full payment in cash. If you would like dessert or coffee, unfortunately, that will be extra, with payment to be in cash. Please contact Anne if you wish to discuss other methods of payment. We need final numbers by Tuesday 20th November, unless booked out prior to this.

Wine, beer and soft drinks can be either purchased there, or BYO wine only with a small corkage fee.

We guarantee a great night. Please make an effort to come and join us. Seating is now more limited so first in will ensure a seat on the night.

Phone enquiries to Anne Cosier on 9456 1697 or 0418 203 195

or to nswclubinfo@peugeotclub.asn.au

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Pugalong 2012

The Coast Connection



Brizvegas Party

Larry Trappett

ON SATURDAY 17th November, we will be hosting the Peugeot Club of Queensland Christmas party at our home, at:

60 Keona Rd
McDowall 4053

The Pugalong trip organised by Don Pearson finishes on Friday, 16th November at Salt Resort Kingscliffe.

Most members will be planning to head south on the Saturday. Perhaps some would like to head north and join us? If so you would be most welcome at our house.

All you need to do is head north on the Pacific Highway and let sat-nav guide you. This invitation extends to all other NSW members in Qld at the time.

Brisbane is a big city — we live on the north side, west of the Bruce Hwy, which is the main exit to the north of the city. To supplement guidance by a Navman or TomTom the following instructions may help.

Leave the Pacific Highway for the Gateway Hwy in the suburb of Underwood via exit 16. Highway signs indicate "To Airport". The Gateway Hwy is a bypass route to the east of the city. The Brisbane River is crossed by the twin Gateway bridges. There are toll charges however NSW E tags are compatible with the Qld system.

Soon after crossing the river, take the off ramp to the Old Gateway Hwy, which takes you to a large roundabout and flyover near the airport. Take the left turn off the roundabout onto the Arterial Road and proceed to the traffic lights at Sandgate road. Take a right

turn onto Sandgate Rd, proceed about 1km to traffic lights at Rode Rd, turn left into Rode Rd. Rode Rd is several kilometres long. It will take you almost to our door. Turn left into Trouts Rd then right into Keona Rd. Hopefully you will arrive stirred but not shaken.

Plans are to begin celebrations at 11 - 11.30am with drinks, nibbles and social conviviality for an hour or so. Lunch is to be a BBQ (but hopefully not just another old BBQ), followed by sweets including Christmas Pudding, then coffee.

Patricia has promised an endless supply of coffee providing the coffee machine doesn't break down, which has been known to happen in the past. A bottle or two of Club Port with a cheese platter will hopefully promote more talk of Peugeots.

Speaking of Peugeots, Patricia has replaced her 307 touring with a 3008. I think it has even more bells and whistles than the 407 Coupé. The head up display is a nice novelty with a warning about distance to the car in front. This equipment should be compulsory for all those caught tailgating.

Oh I've almost omitted the cost of the party, \$25 per head - BYO beer and wine. Dress black tie and thongs or Christmas clobber.

Our phone number is 07 3353 1899 — please let us know if you are coming, for catering numbers.



Larry Trappett shows off Patricia's new ride to fellow Gold Coast Hinterland Tour attendees.

**11-17
November**

Don Pearson

THE PUG-ALONG for 2012 is nearly upon us, a lot of enjoyable driving/riding has been put in to make it a success, and I am sure the entrants will have a great time. Although our original destination was Roxby Downs, this did not work out, but the tracks we have come up with are definitely worth the trip.

We have about 20km of dirt road on the first day. There are alternatives, so if dirt road is not your thing it is easily bypassed. For those going on the dirt, you will find the scenery brilliant. After that the roads are all bitumen, but retain the scenery. So enjoy.

For those that have not booked yet, get in contact with me so that I can help you arrange your accommodation.

Our destination on the Thursday is "Mantra on Salt", about 15 minutes south of Tweed Heads.

On Friday we will travel through some of the scenic areas of the Upper Tweed, with a stop at the Natural Bridge, just over the Queensland border. Then it's back to NSW to Tyalgum, for a late morning tea or early lunch at the "Flutterbyes Cafe". It is then only a short trip back to our Friday night accommodation.

On Saturday, 17 Nov an open invitation has been issued from Larry and Patricia Trappett, to go to their place for lunch. The Queensland club are having their Christmas party there, so there would be plenty to talk about and maybe catch up with some friends.

His Brisbane address is listed in the accompanying article.

This is about 100km north of where we are staying on the Friday night. The only thing they ask is that you give them a call and let them know you are coming.

We will be in our 204 on the PUG-ALONG as we will have moved to a destination about 2km south of where the run finishes. By the time you read this, our 407, motorbike and all other belongings will already have been moved. We are flying back so that we can collect our 204 and go on the run.

Club diary

Wed, 7 November

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

Sunday, 11 November

NSW Motorkhana round 7, Ansell Park

11-17 November

Pugalong 2012. Northern NSW.

Wed 14 November

Committee Meeting, Parramatta RSL, 8pm.

Sat, 17 November

QLD club Christmas Party at the Trappetts

23-25 November

Tasman Revival, Sydney Motorsport Park

Saturday, 24 November

End of Year Dinner, Stonebar Seafood Brasserie.

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 Match AM, two-time winner of the Australian Grand Prix and builder of some of Australia's

most iconic and successful racing cars will be attending on Sunday.

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

Details at www.tasmanrevival.com.



Brabham BT24. Photo: Peter Schell

Motorkhana in November

Simon Craig

THE NATIONALS may be over, Robert Rigg may have been left clutching at a trophy not quite in his grasp, but there is still one more round of the NSW Motorkhana left to compete in.

Several rounds have been cancelled or postponed this year, so the final round is running a bit late.

Ansell Park is a dirt round being hosted by the Fiat Car Club and it's on Sunday, 11 November.

Don't miss out!



Almost: Robert Rigg competing at Willowbank Raceway in QLD at the Nationals.

Australian Motorlife Museum

Ross Berghofer

I WILL KICK OFF the new year with the first club outing to the Australian Motorlife Museum on Sunday 10 February 2013.

The museum is at Darkes Road, Kembla Grange, off the F6 freeway.

It contains a wonderful collection of donated vehicles and the museum is managed by volunteers.

Its website is:

www.motorlifemuseum.com.au

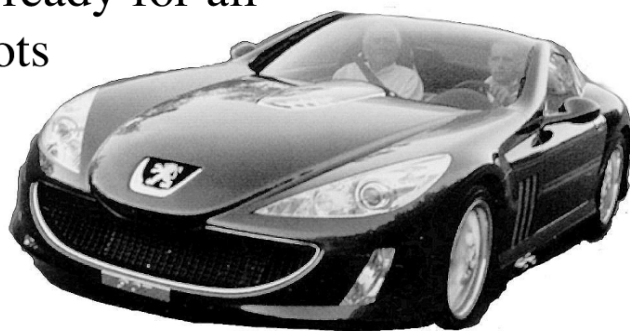
We should meet there at 10:00 am and have a look at the museum. Morning tea can be purchased there. Entry to the museum is \$15 per person, or it has rates as low as \$9 for NRMA members.

After the visit to the museum we will make our way to the Port Kembla Leagues Club, at 4 Wentworth Street, Port Kembla, for lunch in air-conditioned comfort.

The drive there will be via Northcliffe Drive, along the northern shore of Lake Illawarra. Check the club out at:

www.portleagues.com.au

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www.interlude-tours.com

George leaves Peugeot scene

Peter Wilson

The landmark Peugeot/Volvo sign at the British and Continental site at the Parramatta Road and Wattle Street crossroads in Haberfield is coming down.

The parade of cars for sale has had a diminishing muster over the past month.

George Minns, a supporter of the club through his page two advertisement in *The Pugilist* since 2000 and a Peugeot dealer until 2001, has been winding up the business.

He has sold the corner site to a leading Chinese LED firm that also exports Australian wine to China and wanted a location with high exposure for its Australian headquarters.

Its principal approached George as he faced surgery on his foot this month followed by five months of convalescence. It was an opportunity for George to be relieved of worrying about his business in tough trading times and over "a lot of red wine" he negotiated a good price.

George says many club members have bought new and used Peugeots from him over his years at Haberfield during and after his dealership contracts with Jaguar Rover Australia and Inchcape.

"We sold a lot of Peugeots to enthusiasts who wanted the pick of the models," he said.

They found the cars in demand were 205 GTis, 306 S16s, 306 cabriolets, 605s, 206s and 206 GTis and 405 Mi16s.

Sales manager Andrew Fenner said: "We sold a heap of 405 Mi16s but hardly any of our

customers wanted 405 SRis."

At times they had waiting lists for scarce new models or cars in particular colours. George bought low mileage ones and sold them at a premium on new price to impatient customers.

George acknowledged the importance of having solid service back-up from Dave Warner and his nearby workshop.

"He was very good with customers and could talk to enthusiasts about their cars," he said. "He was very good at fixing problems."

"There were people who trucked their cars from Queensland for Dave to look at. If there was a problem, he could get their cars to run properly."

"Some 206s came without air conditioning. Dave could fit the air by taking out only half the glove box. Everyone else took out the glove box."

They have many memories about customers.

George said a woman with a black Porsche wanted Pininfarina to make a black 306 cabriolet with leather trim and piping similar to her Porsche as an 18th birthday present for her daughter.

"We had a new cabriolet repainted black, we had it retrimmed the way she wanted and we fitted it with three spoke mags," he said. "It cost \$10,000 more than the new price but she was happy with it."

A customer bought a pale yellow 406 coupé to cheer him up after his divorce. "We asked if he wanted the windows tinted, but he said to

wait until his ex-wife had seen him in the car a few times," he said.

A happier man bought a pair of sunburst yellow 306 GTi-6s – one for him and one for his wife.

"When we read the magazine, we see people we know with the cars that we sold them," Andrew said.

For instance, he could recall a much younger Ray Chappelow buying a smart black Peugeot 505 that had first belonged to Mrs Constantinidis, wife of Paul Keating's former piggery partner. "He's still got it," he said.

George said he left a clothing manufacturing business in 1967 to become John Thompson's sales manager. He was with John when he went to England to pick up the Aston Martin franchise.

He was looking after the Geoghehan's yard when Pete and brother Leo had busy racing schedules and Tony Lister, who founded British and Continental in 1961, rang in 1970 asking him to recommend a sales manager and a valuer.

Tony had been a Volvo importer since 1964 and when Volvo decided to come to Australia in 1969 the Swedish firm had to buy the registered name from him.

A bit later, George rang back offering to do both jobs at 219 Parramatta Road. When he met a sales target he was surprised to be given a 10 per cent share of the business.

For a long time George specialised in used cars. He increased his share of the business gradually and in 1976 enlarged the present corner site with the purchase of the mixed business next door.

The premises were rebuilt and ready to become a blue box when Inchcape dropped his Peugeot contract in 2001. "I was squeezed out by Trivett," he said. "The irony is that Trivett is now down to one Peugeot dealership."

The rise of internet advertising enabled George to lease the yard and operate from a warehouse at Mortlake – an operation with better working hours – he returned to Haberfield when there wasn't another taker for the lease.

George is critical of the domination of web advertising by carsales.com.au, but proud that his son, a computer whiz, is working with the No. 2 site, gumtree.com.au, to reduce the gap.

A Peugeot dealership nearly returned to the site when the neighbouring Muirs group showed interim interest. Nothing eventuated before the sale.

Meanwhile, George is looking forward to being able to walk properly and to spend more time with his golfing buddies.

Motor trade contemporary Paul Playoust said: "George has been a wonderful ambassador for Peugeot."

"He flew the flag for many years. His cars were always quality and he always did the right thing. He had a high turnover of cars and he never bought a dog."

"I have a high regard for George and his ethics. He is one of the gentlemen of the motor trade. He supported the brand as a retail outlet when Peugeot didn't get the support from more prestige outfits."



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

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

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

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

Your benefits

• Club members get this terrific magazine 11 times a year.

• Technical advice is available from model registrars and from fellow members.

• Some help to track down spare parts.

• Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up..

• Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

**Inquiries 02 9456 1697
ABN 86 542 472 493**

• Bargain rate conditional registration (club plates) to drive collectors' unmodified 30-plus-year-old Pugs to club and special events with notification to the registrar.

• Conducted tours of Europe with a Peugeot flavour. The next tour will be Europe in September (see Interlude Tours advert).

Our alliances

The club, founded in January, 1973, is affiliated with the Confederation of Australian Motor Sport, which licenses motor sport participants and insures our activities. It is a member of the car movement lobby group Council of Motor Clubs and of the Peugeot family's great heritage museum, L'Aventure Peugeot, in France.

How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on July 1.) An application form for membership should be with the mailing sheet with this magazine. In February, a part year concession rate of \$30 kicks in.

The Puglist

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Other copy before then if possible.

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

• Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 29 November.

Who are ya gonna call?

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205 Anthony Musson

0428 352 310

206 Simon Craig 9630 9668

306, 405 Philip Challinor

9456 2989

403 Gavin Ward 4441 1232

404, 504, 604 Steve Palocz,
0409 504 604

406 Greg Lock Lee 9150 9984

504 diesel, Henry Hendriksen,

6355 1805

505 Keith Plummer 6363 1619

605 Robert Rigg 9683 5445

Regional contacts:

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6628 0679 ah

jenniferwitham@hotmail.com

New England/NW: Jim & Pat Brear

0429 428 700

jbrear@coamas.com.au

Central west: Roger Petheram,
6884 7852

rp6239@gmail.com

Southern Highlands:

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Catching a new wave

Peter Wilson

It's not official of course, but the Dominelli auto and property development group is to open soon its first Peugeot dealership and help the lion brand strengthen its depleted Sydney representation with a foothold in the southwest luxury belt.

The Blue Box treatment is destined for Dominelli Prestige at the vacant Purnell Motors site at 139 Princes Highway at Arncliffe, close to the station and near the motorway and a big new Woolworths.

Sydney's noted "Hollywood glamour" architect, Neville Gruzman, designed a flamboyant four-storey building with street level sales, rooftop parking and basement service facilities for Norm Purnell in the 1950s, and the location was in the test for taxi drivers.

The long-time English car brand site is large enough for several franchises.

When Trivett moved to Alexandria, spreading its claimed prime market area south, Purnell's leading Range Rover dealership moved from the site to Blakehurst (and Peugeot from Rockdale to Sutherland), leaving only Saab there until the building was vacated.

The first hint something was afoot was when Sime Darby's SsangYong Australia general manager, Jeff Barber, who implemented the Blue Box programme, joined the group.

It's a long process to set up a dealership from scratch and in the past two months, Dominellis have been advertising for sales and

service staff.

Last month it began a Dominelli Peugeot Facebook page and gained a Peugeot dealer website, with provision for a telephone number when the lines are ready.

Dominelli has the Ford, Mazda, Nissan and Suzuki brands, and car sites at Kirawee, Rockdale and Ashfield.



When the latest Dominelli Women's Surf Classic was held in the last weekend of October, surf officials noted the event sponsor had added to its festive essence with a display of new Fords and Peugeots.

With the 208 and 4008 adding to its range and both in hot categories, Peugeot Automobiles Australia is aiming to catch a new sales wave in what official sales figures show is shaping up as a record car buying year for Australia.

After Peugeot sales rose to 504 units in August, they fell back to 436 units in September, behind Renault, which had its best month of the

year with 566, and Volvo with 482.

However, Peugeot's year-on-year gap narrowed. It sold 3,921 units to September, 139 behind the 4,050 units in the same period in 2011.

Citroën, which is tipped to join the Sime Darby stable, had another good month at 151 units.

The first heavily promoted month of sales for Opel and its reintroduced popular brands, achieved 174 units, of which 100 were Astras.

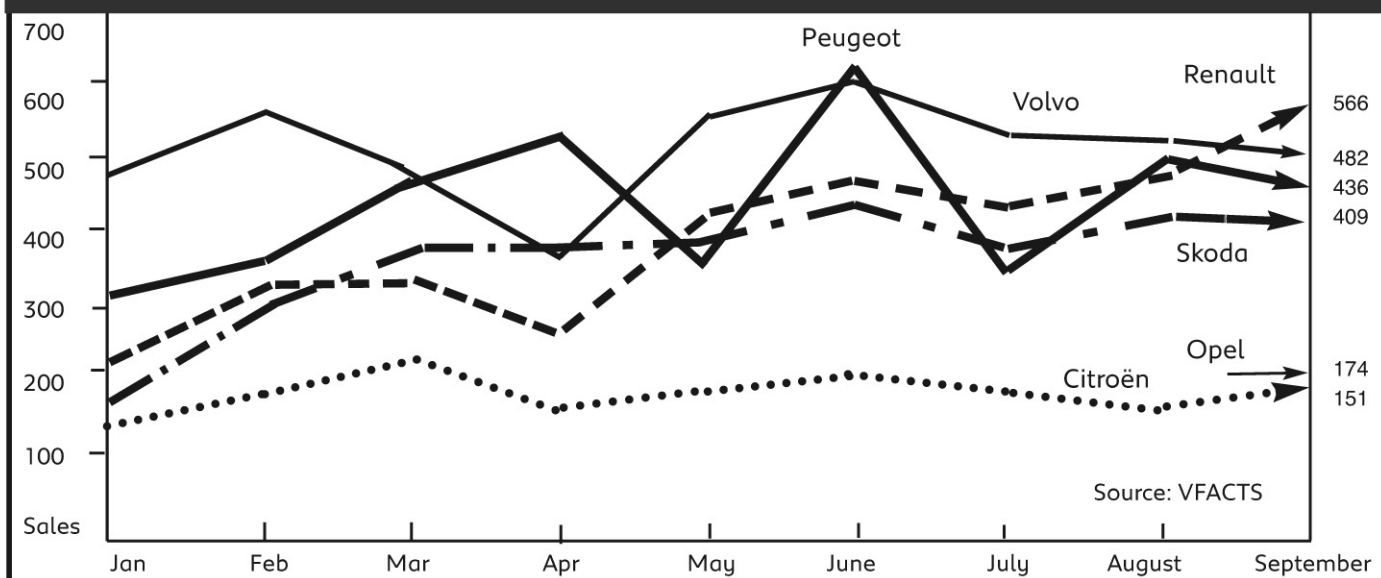
Researcher Roy Morgan has cited Opel's Astra as one of Australia's most recognised car names even though it has been absent for three years. It was, after all, second only to Commodore for several years.

Toyota (17,300 units), Mazda (10,093) and Holden (8,955) headed Australian sales of 728,047 vehicles in September, a 9.4 per cent increase on the first nine months of 2011, the Federal Chamber of Automotive Industries reported.

The Toyota HiLux was the top-selling model with 4,010 sales, followed by the Mazda3 (2,990), the Toyota Corolla (2,945), the Holden Cruze (2,628) and the Holden Commodore (2,435).

SUV sales continued to grow, up 30 per cent so far this year to 203,316 units. The spectacular growth of 51.5 per cent in the small SUV category is a wave Peugeot wants to ride.

EUROPEAN RIVALRY 2012



Club 40th birthday



Graeme Cosier

EARLY 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. 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 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

WODONGA, VICTORIA

Easter 2013



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

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

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

Peugeot & BMW end their hybrid partnership

PEUGEOT CONFIRMED recently that it was no longer collaborating with German luxury carmaker BMW on a venture to develop hybrid vehicle technology.

"This cooperation will not go on, there will be no jointly developed products," Peugeot head of research and development Guillaume Faury told journalists.

"We'll continue what we started separately and there will be no joint production site," he added.

BMW said in June that it was reconsidering the joint venture in light of a deal between the French carmaker and US giant General Motors, while Peugeot did not release a statement on the issue then.

BMW and Peugeot had already collaborated for over a decade in developing petrol engines when they announced in February 2011 that they would extend their partnership to hybrid technology.

They invested 100 million euros (\$129 million dollars) in the venture, but Peugeot's alliance with GM early this year "changed the joint venture's conditions," a BMW spokeswoman had said.

When asked whether Peugeot would now collaborate with General Motors on the hybrid technology, Faury said "it's the sort of thing we're studying with them."

— from *Agence France Presse*



In February 2011, Norbert Reithofer (BMW) and Philippe Varin (PSA Peugeot Citroën) announce plans to invest €100 million in a joint-venture project on hybrid technologies, baptised BMW Peugeot Citroën Electrification

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They breathed on their Peugeots



Jim Kearns

IT WAS A LOVELY Saturday in September 2012 while on our Nowra Oh3 weekend, that we stopped in for morning tea at beautiful Callala Bay. Keith and Hilma Bridge, who live in Nowra, were in the lead car and knew all the good spots.

You always have to watch the time at these events, because when people start talking they want to stay where they are and spoil your plans.

I was talking to Keith Bridge and he said: "Jim, I think it might be better if we go straight to Huskisson for lunch rather than diverting to a model ship museum and perhaps you might all like to come back to our place and have some afternoon tea ... and you might be interested in seeing my new project."

"Sounds good to me Keith," I replied and at about 3pm we were following Keith in his light green 203 with the dark green twin stripes that go from the front to the back and over the roof.

That car has quite a history. Paul Watson, who was the first president of the re-formed PCCNSW, was born in Nowra in 1949, and lived in a two-storey house in Osborne Street, where his father practised as a GP. About 1952 his Dad sold the house and practice to a Dr John Oldham, who owned a 203 and later traded up to a 403.

The 203 was the light green so popular in the mid-fifties and would turn out to be the car

Keith was driving on this very day.

Keith's brother, Albert, bought Dr Oldham's 203 and subsequently "breathed" on it to entice a more spirited performance from its modest engine capacity. As time progressed, Albert became involved with motor sport in its various facets. He campaigned it with reasonable success at various tracks in the eastern states.

On page 77 of "Peugeot the Australian Story" by Ewan Kennedy, a photograph shows the progress of this car through the "Dipper" at Mount Panorama, Bathurst, in the late '50s or early '60s. This is being piloted by Albert, who was 2.5 years Keith's junior.

Albert would drive the pale green 203 to the track where he would swap the cylinder head for the racing variation and make other adjustments. After finishing the race he would replace it with the roadworthy head for the weekdays ahead.

Keith was to inherit Albert's 203, which was relegated to a daily driver, albeit a pretty quick one.

The car was so competitive in the '50s and early '60s, that the convenor of motor sport directed the car to be given two stripes that went longitudinally over the car indicating GT, which was the custom of the day and which Keith has maintained, hence 203 GT on the rear of the car.

As a carpenter, Keith had a 203 ute which was no slouch either, but with two children the 203 sedan became the family car for many

years. After its retirement in favour of a 404 wagon it was relegated to the back of the shed. While a family car, it also saw many motor sport escapades in Keith's capable hands, including hill climbs, circuit racing at club days, rallies and motorkhanas.

It was resurrected when Keith and Hilma's son, Trevor, got to driving age and so the cycle began again. The 203 became a daily driver and motor sport vehicle, participating again in most facets of motor sport under Trevor's captaincy. At the end of this phase the car went to the back of Keith's shed for another prolonged stint.

Keith and Hilma's house, which they built on one of the few hills in Nowra, has plenty of Peugeot storage underneath. About four or five years ago Keith decided to restore the 203 to its former glory and that is the car he used recently on Oh3 Weekends and on many other occasions, including the All French Car Day and the Young Pageant.

We were heading along the busy Princess Highway and how we all got to Keith and Hilma's without getting lost I don't know, as we were to keep up in convoy, but it did not work. His black 203 ute was parked outside on the left side of the garage and the 203 GT was parked in the right side of his garage, where we all gathered. He showed us around this side of his interesting and congested Peugeot garage and then invited us through a door into the left side. He opened the garage door to let more light in and we were all gobsmacked to see a beautiful

A Special visit: From left, Keith and Hilma Bridge, Marie Kearns, Neale Drennan, Jeff McHardy, Mrs Oakman, Helen Loran, Anne and Graeme Cosier, Rob Oakman, Jim Kearns, John Williams and Nicholas McHardy.



Camera check: Keith shows how he fits nicely in the Special.



little open-wheeler racer that was almost fully restored. Keith then gave the history – this was Albert's car, which had been stored under the house in thousands of bits.

Albert got the inspiration to build a formula junior open-wheeler racing car powered by a Peugeot 203 engine and based on an English design of the era. This vehicle was only raced once, in early 1962, at Warwick Farm in Sydney.

Bob Taylor was there and said "while it sounded absolutely fantastic it was found wanting in the handling department". Albert then redesigned the suspension and did some other modifications to alleviate these shortcomings.

The car was then taken to practice day again at the Farm and was so much improved that Albert was almost down to class lap-record times when the right tie rod end broke. The result of this was that the car somersaulted and ended up inverted on the track, the exposed engine rocker cover area taking the brunt. The seat has an aluminium boat hull shape, which he must have slid down to avoid impact. Although his helmet was crushed he escaped serious injury.

When he was sufficiently recovered he dismantled the wreck and stored it beneath the

1963 they were involved in an accident that claimed Albert's life at only 25 years of age. The funeral was the biggest Nowra has seen, according to Bob Taylor.

Albert had been booked to drive a 404 with Bob Holden in the Armstrong 500 at Bathurst a couple of weeks later. His place was taken by Bill Marsh.

Meanwhile, through all this time the racing car in its dismantled state had resided under the family home until that was sold after the death of Keith's mother, who survived his father by some years. The car then moved to under Keith and Hilma's front patio.

Over the years there were ideas and discussions of reviving it to a usable historic racing car. It remained in storage until the Shoalhaven and Kiama Districts Auto Club had its fiftieth anniversary celebrations coming up in October 2011 and was looking for memorabilia to display on that day.

It was then that Keith and Robert decided to do something about the car as Robert was the president of S.K.D.A.C in 2011 and Keith was the foundation president while Albert had been a very active member until his untimely demise.

In the accident members of the space frame

family home, where he lived with his parents, sister Fay and younger brother Robert. While deciding what to do with the racing car and saving the money to do it, Albert took on a project of building a sports car for a friend. Unfortunately, while a passenger coming home from Sydney in his friend's car on 23 September

had been distorted and the fibreglass body sections were less than pristine. Robert attended to the repairs on the chassis and Keith the body.

As usual there were many marathon sessions but it was restored as you now see it for the celebrations. Keith, who in his youth was a canoeist, had made many fibreglass repairs. The cost of making a new cowl cover for the front of the car was prohibitive, so Keith did it himself, as it was a little like an inverted canoe.

On the race day back when Albert was competing, each car was given a white plastic circle to stick on the car front cowl and then as the car reached the race controller, he would paint the number the car would have for the day, in Albert's case, 26.

The number was still there on the cowl after all these years under the house but was tatty and had to be replaced. Keith managed to have a perfect copy made of the 26 with the imperfections of the brush-painted original and so it is today.

Robert and Keith towed the racer to the display with his black 203 ute. On exhibit on the day was the original Redex Trial Trophy of 1953, but the convenor was very pleased that the boys had turned up in a 203 as they had the Redex trophy won by a 203 but no 203 on display. The trophy sat on the bonnet of the 203 ute and the racer took a back seat.

Keith (now in his mid-seventies) and Hilma are active members of the local sailing club and Keith still sails. He is an agile man as was shown when he stepped over the side Perspex windscreen of the racer, to step inside the cockpit. From this position, he continued to talk and give us insight into this fascinating story. He had to wipe an eye from time to time with a sleeve and we all understood.

Bob, in relating the story to me on the Sunday in our motel room, had a tear in his eye and so did I, and I felt very privileged.

Hilma had a magnificent afternoon tea ready for us including homemade lemon sponge and chocolate cake.

All in all a magnificent day with the Bridges and our other Nowra hosts.

• Based on details provided by Bob Taylor, Keith Bridge and Paul Watson.

Bridge Peugeot Special

Designed and built by Albert Bridge in 1961-62. Albert called it Bridge Peugeot Special but commentators referred to it as "the Bridge Special".

Raced only once in Warwick Farm in December 1962

Specifications

Chassis – a space frame design construction of 25 mm and 16 mm seamless steel tube with all joints nickel-bronze welded to allow for some flexibility (in the crash no welds broke or cracked).

Engine – Peugeot 203-403 modified. Same as used in the light green racing 203 sedan.

Gearbox – early VW modified.

Steering – Peugeot 203 rack and pinion with modifications.

Seat, radiator and fuel tanks – fabricated by Albert.

Wheels – Lynx

Brakes – drum all round in box at rear.

Steering wheel and windscreen – built by Keith.

Body – early "Renmax" in the front section while the rear is early "Lotus", both "brought" in.

The design and construction was almost all by Albert and was considered quite remarkable at that time and was commended by several "motor raters".

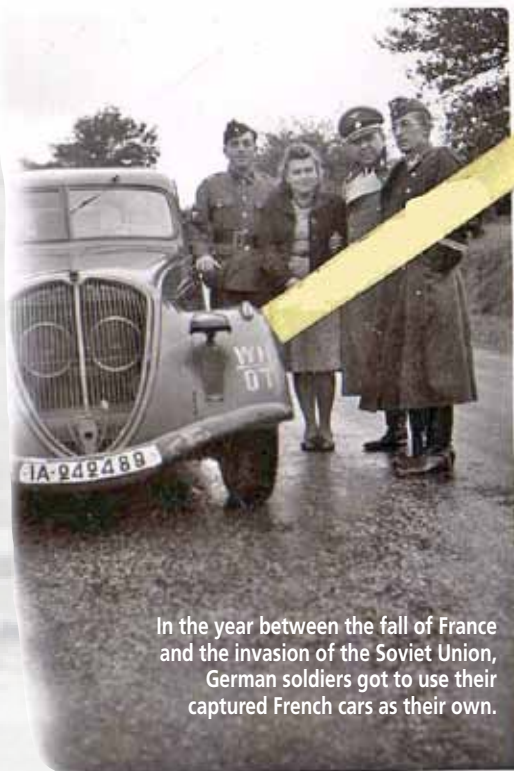


Peugeot during WW2

by Russell Hall

The story of Peugeot during the Second World War is an interesting one and deals with a difficult period in French history.

In 1939 France was the most highly motorized nation in Europe with two million cars. The occupation of France was of great value to the German army. German second rank divisions were often poorly equipped and away from the newsreel cameras, horses were widely used for transport of men and supplies. The German artillery was mostly horse drawn. Large numbers of French cars were confiscated for use by the occupying authorities. Owners were issued with effectively worthless certificates in compensation. The French manufacturing plants were put into the service of the Reich. The Germans were able to equip their army with French vehicles for the coming invasion of the Soviet Union. In all 88 infantry divisions, 3 motorized infantry divisions and 1 panzer division were equipped with French vehicles. French cars and trucks became a common sight on the roads of Russia and earned a poor reputation among their German drivers as they were not made to cope with the mud, dust and freezing conditions they faced.



In the year between the fall of France and the invasion of the Soviet Union, German soldiers got to use their captured French cars as their own.

At the outbreak of war the French government proposed moving the Peugeot plant at Sochaux further away from the German border but in practice little was done. The fate of Peugeot was sealed in June 1940 when the fortress of Belfort surrendered after a siege of only 12 hours. The Peugeot factory was put under the control of Volkswagen and was directed by Ferdinand Porsche. He visited Sochaux a number of times and after the war was accused of war crimes by the French Government. The Peugeot family did not support the

fascism of the Vichy government and was known to be sympathetic to the Resistance. The factory management and workforce attempted to do as little as possible but non-co-operation would lead to deportation to the Reich to work under the supervision of the SS. Attempts to build a Focke-Wulf aircraft at the plant were thwarted. Between June 1940 and 1944 Peugeot produced light trucks and cars for the Germans. There were two trucks – the DK5 which was usually a Luton Peak two tonne truck with a 402 front and motor and the DMAH, a smaller truck also produced after the war. Both 202 and 402 cars were also produced. In all Peugeot produced 28,000 DMAH and DK5 trucks and 22,000 202 and 402 cars for the Germans. They also produced a few VLV electric cars for government service.

In July 1943 after the Renault plant had been destroyed by the RAF, Britain decided to put the Peugeot plant out of action. On the evening of July 15 at the end of the BBC news, the message was read that Jean-Pierre's chimneys had grown too tall. This was code to the Resistance that a flight of Halifax bombers was already in the air on their way to Sochaux. Unfortunately due to an error the pathfinder dropped his flares on the town not the factory. Although the official communiqué the next day said the



402 cabriolet plus dog.



These 402s seem to have larger Michelin tyres and an increased ground clearance.





Harry Ree



weather was clear and the bombing effective, in fact 110 civilians were killed in the town and the damage to the works minimal.

In 1943 Captain Harry Ree, code name Cesar, of the Special Operations Executive, was parachuted into eastern France to co-ordinate Resistance activities. A school teacher and former conscientious objector, Ree was, like Nancy Wake, one of the larger than life characters of the SOE. He believed that the bombing of French factories was turning the French population away from the Allied cause, and that industrial production could be stopped by organized sabotage. He moved to Belfort and the Stockbroker resistance network which took in the Peugeot plant. Through the Resistance he met the Peugeot personnel manager who arranged a secret meeting with head of the Peugeot family, Jean-Pierre Peugeot. At the meeting Peugeot gave permission for the plant to be sabotaged. He gave Ree a

plan of the factory and nominated two foremen who would place the charges. The explosives were smuggled into the plant and stored under the noses of the Germans. As a diversion, Ree organized a Resistance attack on the plants transformers at the time the charges went off. It was highly successful. Most spectacular was a 25 tonne machine flying perhaps 30 feet into the air. Production was permanently disrupted and in 1944 the Germans largely stripped the plant of its equipment.

Harry Ree was ambushed by a German field patrol and shot four times. He escaped by fleeing across a field, swimming a river and running through a forest. He crossed into Switzerland and got back to England where he went on to a distinguished career in education. Jean Pierre Peugeot had to flee to Switzerland in October 1944. Of course he had the rebuilding of the plant and the 203 ahead of him.

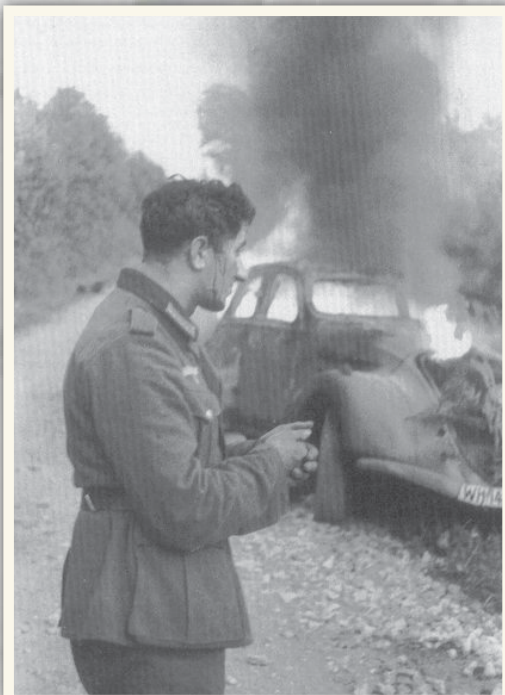
Of the tens of thousands of Peugeots in German service, most lay scattered from Stalingrad to Normandy. Few survived.



DK5 retreating in the Russian snow.



A light 402 in the Russian snow.



402 destroyed by air attack in Normandy



A Peugeot DMA destroyed in Russia.

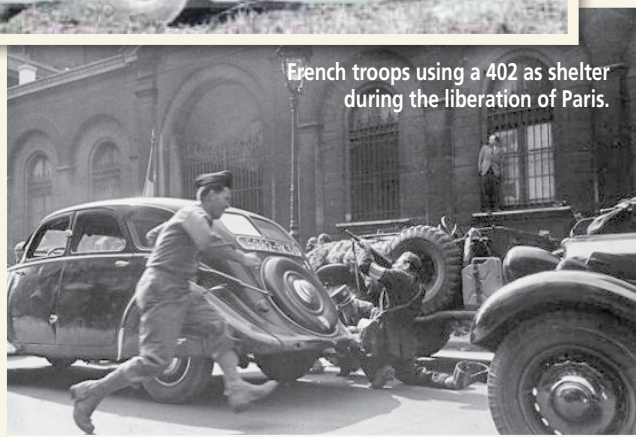
The DMA was a light truck built by Peugeot between 1941 and 1949. It was the first commercial vehicle from Peugeot to employ a forward control cab, whereby the driver sat right at the front of the vehicle.



Peugeot DMAH in Russian mud.



French troops using a 402 as shelter during the liberation of Paris.



The surrender of the fortress of Belfort in June 1940 sealed the fate of the Peugeot factory.



Raising the French flag over Belfort, April 1945.



Jean- Pierre Peugeot after the war.



A Peugeot D3 van photographed by Kevin Hall in Momy, France.

Peugeot D3 and D4

Manufacturer:
Chenard-Walcker
1946 – 1951
Peugeot
1950 – 1965
Production:
approx 76,000 produced
Layout:
Front engine, front-wheel-drive
Engine:
4 cylinders in line, petrol
1290 cm ³ (D3)
1468 cm ³ (D4)
diesel 1816 cm ³
Length:
4430 mm
Width:
1840 mm
Height:
2110 mm
Successor:
Peugeot J7

The Peugeot D3 and its successor, the Peugeot D4 were forward control panel vans sold by Peugeot from October 1950 till 1965. The van originated as a front wheel drive light van produced by Chenard-Walcker, whose business Peugeot had acquired by 1950.

The van, based on a wartime design, was relaunched, soon after the Liberation, in June 1946 as the Chenard-Walcker CPV. In this form it was powered by a two-cylinder water-cooled two-stroke engine of just 1021 cm³. Power output of 26 hp was claimed. Accepting that even by the standards of the time, this level of power was insufficient, in 1947 the manufacturers switched to using the 1,133 cm³ engine of the Peugeot 202, and claimed power increased to 30 hp.

The original two-cylinder engine had the merit of being very compact, and in order to accommodate the four-cylinder unit from Peugeot the nose of the van had to be extended, which compromised the clean frontal design of the original van and gave rise to frequent use of the « Nez de cochon » ("pig nose") soubriquet.

Providing the van's engine to Chenard-Walcker at a time when the business was short of cash left Peugeot as a major creditor, and therefore at the front of the line of any potential purchasers of the business as it became apparent

that Chenard-Walcker could not survive independently. Peugeot's acquisition of the business led to the van's rebranding as a Peugeot, although it was January 1951 before the Chenard et Walcker CPV (as their CPV had by now become) was formally discontinued.

Power was also increased late in 1950 when the engine from the (by now no longer produced) Peugeot 202 was replaced by the 1,290 cm³ engine of the recently introduced Peugeot 203. The D3 was redesignated as the D3A. Already the engine change enabled Peugeot to advertise the van's power output as 32 hp, and during the next few years the vehicle benefited from further enhancements as the engine was developed both for the van and for what was at the time the company's only passenger car. Power was increased to 40 hp in 1952, marked by the renaming of the van as the D3B. In February 1953, for drivers who did not like to work alone, a passenger seat was fitted.

In 1955 Peugeot added a second model to their passenger car range, and the van acquired the 1,468 cm³ engine of the newly launched Peugeot 403 which even in the detuned state used for the commercial vehicle application provided 45 hp of power. Thus enhanced, in August 1955 the Peugeot D3 was replaced by the Peugeot D4. The new

van was virtually indistinguishable from the old one from the outside, unless the customer had paid extra for the side-door which could now be specified for the load area. Also new on the D4 were two "baguette-style" over-riders on the front bumper which enabled keen eyed observers to differentiate the two versions (until 1960, when the over-riders disappeared).

In October 1959 the D4 (like the 403) became available with a diesel engine, which was a major innovation at the time. In 1960 the power from the petrol engine was increased to 55 hp and the van was redesignated D4B. 1960 also saw a rearrangement of the exterior lights with the fitting of flashing direction indicators front and back. Further changes during the final five years were minor in nature, one of the more noteworthy being a small reduction, in 1963, of the number of bars on the front grill.

A range of body types existed including those of a basic panel van, a minibus, and ambulance and horse-box. Customers for the little minibus version included the French post office which used the vans for transporting postmen and various French police forces.

The D4B was withdrawn in 1965 to be replaced by the Peugeot J7.

Wikipedia



Canungra wander

Pictures: Kay Marken & Jim Brear

Richard Marken

Saturday 29th September, the first day, and due to an unexpected doctor's visit our organizers Doug and Cynthia Earl were going to be late for our meet and greet at the Outpost Café in Canungra at 12 midday.

Kay and I were all set to deputise for them but on arrival at the motel, our home for the next two nights, the NSW contingent were already in residence and had all the information kits ready to hand out to tour arrivals.

We assembled for lunch at The Outpost, a very popular café with the tourists and bike riders who flock to this part of the south-east every weekend, a feast of machinery lined up outside and a pretty good feed inside.

Present at lunch were Jim and Pat Brear, Bill Barry, Larry and Patricia Trappett, Kim and Yvonne Pollock and of course Kay and I. We were so well ensconced in the inner dining room we were almost missed by Flash and Carolyn, who had ventured out in Harriet (blue 203) to meet with us as well. Doug and Cynthia arrived towards the end of lunch and after a little more chat our happy little crew were ready for the first drive of the weekend.

Our Saturday afternoon destination was O'Reilly's Rainforest Retreat. This is only thirty six km from Canungra but it is uphill all the way.

Pat and Jim Brear rode with Bill Barry for this trip, and while the distance is short the road winds back and forth as it climbs the mountain, with many blind corners and stretches of one lane road the driver has scant opportunity to enjoy the view. Mind you, being too busy to look down the sheer cliffs to one side of the road has its benefits.

Just before O'Reilly's we detoured to an excellent little viewing park to take in the majesty of the surrounding mountains and take the obligatory snaps of the assembled group and cars, five on this run, 403, 404, 406, 504 and a

brand new 3008.

From here it was a short run on to O'Reilly's Rainforest Retreat, more one lane road with little dart off spots so oncoming cars could pass, the bloody big bus was another matter, but a skillful bus driver and some careful parking by our Pugs (checked later, all seemed to have made sure there was a large tree on the downward side!) saw us continue on unscathed by the experience.

At O'Reilly's we headed off on a forest walk, thankfully short, and then onto the Tree-top walk, which consists of 9 suspension bridges up to 16 metres above ground, not recommended for those with a fear of heights, or anyone who gets seasick: being suspended it sways, so not only are you a long way up but the thing moves, and a couple of our group decided that the first bit was enough and made a tactical retreat to the café, where a hot coffee was a more pleasant experience.

The rest of us swayed along the tree top walk and then took in the gated Botanical Gardens set up years ago and spied on the bower birds busy nesting in the scrub.

Afternoon tea on the café verandah overlooking the border ranges was just the thing to set us up for the return drive back down the mountain to Canungra and a second chance to view the spectacular scenery from a different perspective than before.

Back at Canungra we had a chance for a drink and a chat before getting changed and walking to the Canungra Hotel for dinner. Here we were joined by Tony and Carole Smart (they had come in the 604 towing a 1950s caravan and had spent the Saturday afternoon setting up and relaxing at the caravan park) and Peter (Flash) and Carolyn Flanagan who live just down the road from Canungra.

The pub was packed and had live entertainment on the go, the food and service were great and a good night was had by all.

A sprinkle of rain greeted us on our walk back to the motel, a wonderful start to the weekend, what would Sunday bring.

Day Two, Sunday, an early start, real early for those woken by the arrival of the first motorcyclists at about 5am, these early birders like to ride the mountain roads before the tour-



ist traffic takes over and the local cafes put on breakfast for them (4:30am at The Metz and 6:00am The Outpost).

Kay and I joined Bill at 6:30am at the Metz for a fine breakfast of bacon and eggs and tomato on toast, GF for Kay of course. Kay and I then walked off breakfast with a turn around Canungra central before a clean up and repack the 403 for the Sunday drive.

At 9:00am we gathered across the road from the motel, we had eight cars this time. Bill had swapped the 406 SW for Pat and Jim's 308, Flash and Carolyn joined us in the 407, Tony and Carole Smart's 604 and Charles Conde and Philippa in the 206GTi. We headed off for Hinze Dam, named after the late Russell Hinze, Minister for everything in the long-running National party Government years ago.

I think it's about 30km to the Dam wall, not a long trip on good roads.

The dam was raised during the drought and is still pretty much full from our saturated start to the year.

With the raising of the dam wall they also did a lot of landscaping and added an information centre and kiosk (not open when we were there). Lots of parking areas and barbecues, quite an attractive area for a dam. Happy snaps and much peering over the dam walls and we were back in our cars and on the road to Natural Bridge.

This is a few kilometres before the Qld/ NSW border, and a short walk through the rain-forest brings you to a waterfall which plunges through the roof of a cave which forms a bridge over the creek, hence its name.

A good walk in cool surrounds, for the men present a young lady in a bikini swimming in the rock pool was the icing on the cake, boy the water must have been cold.

From Natural Bridge it was only a short drive over the border to our next stop, Chillingham, where we inspected the pottery shop. While Kay eyed off the frogs, Patricia and Yvonne both bought mugs.

A bit more country driving and we were at our lunch stop Tylagum, here they have a

delightful café called Flutterbyes, with real country cooking and their signature butterfly cup cakes it is a place to linger longer and savour the delights of country Australia.

Since Kay and I were there last they have expanded into the old bakehouse, now the kitchen, and another business, Flutterbucks Coffee And Pizzeria, operates from behind the craft shop.

With three P1800 Volvos and a 122s two door also parked in the street, it was like a motor show had come to Tylagum when the Peugeotts arrived.

The trip home was on the same roads until we turned off onto the Lower Beechmont Rd, this took us once again up the mountains.

We had a bit of good luck here as at one of the high points of the range a group of paragliders and hang gliders were taking off and landing at a roadside park. An entertaining short break with the pilots of these wind-powered craft happy to explain the equipment they use to help them ride the wind.

What goes up must come down, and from Beechmont it was downhill to Canungra with a stop at the top of Canungra hill to inspect the rail tunnel built in 1901 through the sandstone to give easier access for the transportation of timber to the sawmill in Canungra.

From the tunnel it's a short run back to the motel, where we once again had drinks and nibbles before cleaning up and walking down to the Pizza restaurant in the main street. A cheap and cheerful end to another great day.

Monday, 1st October, Bill Barry departed early for home having said his goodbyes on Sunday night. The bikes still arrived before Bill left about 5:30am I think.

Kay and I wandered across to the Outpost for breakfast at 6:30am and Patricia and Larry went for breakfast just as we returned. With everything packed it was once again a line up of

Pugs up the hill, Tamborine was the destination this time for a morning tea and farewell.

We had six cars (403, 404, 504, 308, 407 and 604) at our morning tea stop, the Polish Place, but it wasn't opening until 11:00am. The decision was made to proceed to the Gallery Walk in Tambourine and wander through various shops and possibly return to the Polish Place. Well, possible didn't happen, the men went one way, the ladies the other, most turned up for coffee and cake at the top end of the Gallery Walk.

Chris Bengston turned up with his parents Evan and Wyn, and after several trips up and down the street finally managed to find a parking spot. However, this was not close to where we ended up finding a place to eat, so Chris did another circuit, Tony and Kay helped Evan and Wyn into the restaurant and Chris went off to find another parking spot.

Pat and Jim and Kim and Yvonne made their farewells, and the rest of us endured the long wait for lunch, worth it when you got it, and then dispersed for home.

A really big thank you to Doug and Cynthia for putting together a great weekend of fantastic scenery and great drives, great food at interesting places.

We went on lots of roads we hadn't travelled before, good company while we explored this most panoramic area of South-East Qld.

— from *Peugeotmania*



Hinze Dam recreational area



Peter Wilson

Car thieves have been showing an increased interest in Peugeots, with 126 of the most popular models stolen in the past year – a 20 per cent rise on the 106 Peugeots taken in 2010/11.

This is a high increase off a low base but is part of the recent national trend to more vehicle thefts – 48,992 vehicles were stolen in Australia in 2011/12, a 6 per cent rise against the previous year.

The most popular Peugeot target is the 206, with 35 being stolen nationally last year, half of them in New South Wales.

Australia's all-time best-selling Peugeot – the 307 – is also a favourite with thieves as they nabbed 27 of them, more than half in NSW.

Even so, the experts from the National Motor Vehicle Theft Reduction Council, or CarSafe for short, don't regard the 206 or the 307 as having a particularly high theft risk because the number taken is low in relation to the numbers on the road – 14,316 206s and 11,497 307s.

Also, as 21st-century models, they are fitted with the Australian Standard 4601:1999 immobilisers mandated since 2001 and are harder though not impossible to steal.

It's a far cry from the days when Peugeots had an ignition button instead of a key or a distinctive gearshift pattern that could make a quick getaway difficult.

As long as you don't invite trouble by leaving your keys in your car or where they can be grabbed, the risk of a Peugeot being stolen is low compared with many other makes and certainly against the Excel X3s and Commodore VTs that joyriders and chop-shoppers target most regularly.

Car Safe rates the risk of Peugeot theft as low in most states. However, as the tables show, it is a tiny bit higher in New South Wales, which boasts most of the illegal car action, and Victoria, which has a slightly smaller share of villains.

It is more likely that you will be burgled or even murdered than you will see your Peugeot stolen, provided, as mentioned, your keys are safe.

The theft reduction council warns that "a

growing number of thefts rely on access to keys or transponders".

It is possible for a savvy mechanic from Dodgy Motor Repairs with access to a particularly desirable car could come up with a work-around so he could drive it away after its owner has taken it home.

A Peugeot owner told The Pupilist she had no proof but she felt it no coincidence that her cabriolet was stolen from her home street in the Randwick area soon after she had a minor repair made at an unfamiliar workshop.

My doctor reported the theft of his wife's Astra convertible from his driveway and bought another. That went a month later.

Car Safe's low risk category allows for a few thefts as well as the models that have not been touched. Its 2012 zero theft list included the Lexus ES300 VCV10R, Mercedes-Benz GL320CDI, Renault Scenic J84, Toyota Echo NCP13R, Chevrolet Silverado and Ssangyong Kyron D100; these had just over 1,000 examples on the road.

The only Peugeot model officially at high risk of theft is the early N3 306 in the ACT, NSW and Queensland. It doesn't have the security features of later Peugeots. Although the number on the road is down to 3,654 across Australia, eight were stolen in 2010/11 and 20 in 2011/12.

While the tables show the risk, the number of Peugeots taken in the past two years and the number of each model registered, they do not distinguish between the type of thefts or indicate recovery rates so we have to rely on general trends.

Thefts have tumbled in the past 10 years. The Institute of Criminology listed 113,389 stolen vehicles in 2001, 80 per cent by joyriders.

Most thefts are still by joyriders and the proportion of them now is down to 65 per cent. They are most likely to nick your car between



Stolen: Carl Blance's sporty Peugeot 404 Injection ute vanished soon after its restoration.

4 pm and midnight on a Friday, Saturday or Sunday. The hottest spots are Blacktown in Sydney and Hume in Victoria.

Fortunately for Pug owners, the joyriders' most popular target is the Hyundai Excel X3, with more than 1,000 taken. The Korean cars have ousted the old favourites of the Commodore VN and VT. The Camry SV21 is another most likely and in the Northern Territory the Landcruiser is a favourite.

Half of these stolen cars will be recovered within 24 hours. More will be found after seven days. After that, it's a matter of luck. Some may turn up like the classic recent case of a 1967-built Corvette with low miles that wharf inspectors found in a container in Brisbane 10 years after it was stolen and the insurance paid.

A Potts Point member said her Peugeot 504 had been stolen and recovered several times after providing a free ride home for visitors to Kings Cross.

On the other hand, a bus mechanic who fitted a Peugeot 505 diesel engine to his Commodore recalled the night he heard cursing from outside his home. He saw his car was open and the bonnet popped, and concluded it was the third unsuccessful attempt to steal it.

A third of the past year's car thefts were profit motivated. Big vehicles are the primary targets for criminals involved in rebirthing rackets, in stripping cars for panels and parts or even exporting cars.

The council notes the public perception in Sydney is that thieves want luxury cars.

Not so. Two-thirds of cars taken for profit were more than 10 years old and VT, VX and VS Commodores were the most numerous targets. One car in five was between five and 10 years old. Utes and vans also disappear, with Toyotas most in demand.

While authorities encourage the fitting of immobilisers, 48 per cent of profit thefts last year were of cars with the immobilisers.

The fall in joyrider numbers mean police have had more time to dent the activities of organised gangs in NSW. However, the car rackets are growing, particularly in Queensland, where motorcycle theft has risen, and in South Australia, where one gang was nabbed getting new V8 engines and gearboxes direct from the Holden factory.

A ban on the reregistration of cars needing structural repairs is aimed at reducing the rebirthing of stolen cars. South Australia has extended the ban to water-immersed or fire-



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damaged cars.

The trade in stolen separated parts is more difficult to disrupt. Detectives have called at wreckers' yards to check manually the serial numbers of engine stocks.

More sophisticated policing is in store with moves to give more protection to the legitimate parts trade and to tighten insurance repair procedures, but authorities admit any remedy is "challenging".

Some 600,000 vehicles come off Australian roads every year and most end up as scrap with no questions asked.

Despite the awareness of theft-for-scrap rackets, attempts to introduce end-of-life reporting have failed to get the cooperation of those involved in the vehicle disposal and recycling area. For example, it would be difficult to check the serial numbers on a semi-trailer load of a dozen pancaked cars at the scrap yard gate.

Another loophole for thieves is in the export of vehicle parts where authorities have little idea of what goes on and realise a need for "increased intelligence".

Club members have been aware for more than a decade of the export of older Peugeots to Syria and Egypt, and more recently to Nigeria. The high Australian dollar has made the trade less profitable but it continues with a web of spotters equipped with car trailers and exporters.

Members have reported the theft of 504s and 505s from the street or from their driveways.

Cattle may be tracked from paddock to overseas plate, but this vehicle trade is unsupervised. The cars are cut up and the containers are shipped off once they have been jammed with parts.

Some people laughed when I said my Peugeot 604 had been stolen. "Who would steal a 604?" they asked.

It disappeared from a busy street the day I parked it behind a smashed Commodore that had been left later collection. A tow truck driver would not have known about its upgraded engine but he could have fancied my new

tyres, or seen 1.4 tonnes of scrap. It was not recovered.

A couple of years later two constables knocked on my door. They returned the keys that they had spotted in the bootlock of my Peugeot 505 SRDT. I was luckier that time.

My present Peugeot is safer now it's off the street.



Stolen: David Suttie's Peugeot 404 cabriolet, purchased from Tasmania, was taken along with his four-wheel trailer in January 2009.

Thefts of Peugeots in Australia

Source: National Motor Vehicle Theft Reduction Council

The tables combines Peugeots stolen for joy riding, for parts and for scrap metal. Some vehicles would have been recovered. Risk is based on the number of thefts in relation to the vehicle population. Low risk is almost the same as for models that were not stolen. Lowish is slightly riskier. Medium is a slightly higher level. No rating means there were less than 100 registrations. The Northern Territory is not included because the 945 total thefts in 2012 did not include Peugeots and the registrations of any Peugeot models there were less than 100.

State	Risk	Thefts	Reg's	State	Risk	Thefts	Reg's
		2010/11	2011/12			2010/11	2011/12
307 T5				406 D8			
ACT	Low	0	0	405	ACT	No rating	
NSW	Lowish	13	15	5,031	NSW	Med	n/a
QLD	Low	2	4	2,471	QLD	Low	n/a
SA	Low	1	2	838	SA	Min	n/a
TAS	Low	0	0	606	VIC	Lowish	n/a
VIC	Low	2	3	5,008	WA	Min	n/a
WA	Med	4	3	845	AUS	Lowish	4*
AUS	Lowish	22	27	15,221			4
307 T6				406 D9			1,818
ACT	Low	0	0	247	ACT	No rating	
NSW	Low	3	2	2,472	NSW	Lowish	1
QLD	Low	1	0	1,368	NT	No rating	1
SA	Low	10	0	421	QLD	Low	0
TAS	Low		0	266	SA	Low	0
VIC	Low	3	2	2,824	TAS	No rating	0
WA	Lowish	1	1	559	VIC	Lowish	1
AUS	Low	18	5	8,165	WA	No rating	754
308				405 D70			
ACT	Low	0	0	268	ACT	No rating	
NSW	Low	4	3	3,605	NSW	Low	n/a
QLD	Low	3	2	2,072	QLD	Low	n/a
SA	Low	0	0	418	SA	Low	n/a
TAS	Low	0	0	261	TAS	Low	n/a
VIC	Low	1	3	3,977	VIC	Med	n/a
WA	Low	2	1	877	WA	Low	n/a
AUS	Low	10	9	11,497	AUS	Lowish	n/a
207				206			
ACT	Low	0	0	185	ACT	Low	0
NSW	Lowish	8	4	2,724	NSW	Lowish	15
QLD	Low	1	2	1,221	QLD	Low	5
SA	Low	0	0	387	SA	Low	0
TAS	Low	0	0	136	TAS	Low	0
VIC	Low	2	0	2,496	VIC	Lowish	5
WA	Lowish	1	1	746	WA	Lowish	1
AUS	Low	12	7	7,907	AUS	Lowish	26

State	Risk	Thefts	Reg's
		2010/11	2011/12
306 N3			
ACT	High	1	1
NSW	High	3	11
QLD	High	0	2
SA	Med	0	1
TAS	Low	0	1
VIC	Lowish	4	5
WA	Lowish	0	0
AUS	Medium	8	20
306 N5			
ACT	High	0	1
NSW	Med	4	8
QLD	Low	1	0
SA	Lowish	2	2
TAS	Lowish	1	1
VIC	Low	1	5
WA	Low	2	0
AUS	Lowish	11	17

Success out of the box for the 208!



FOLLOWING ITS homologation on 1 October, the 208 R2 made its maiden competitive outing this weekend on the Rallye San Remo, round 12 round of the 2012 IRC.

Bryan Bouffier/Xavier Panseri kicked off the newcomer's record with a flag-to-flag R2 class win.

Competitive and reliable

After outings in the course of the year as "zero" car on the Tour de Corse (asphalt, France), the Ulster Rallye (asphalt, Ireland) and the Polski Rallye (gravel, Poland), the first

competition derivative of the 208 continued its mini European tour with an official participation on Italy's notoriously treacherous and selective Rallye San Remo. The event saw the new hot hatch come through its first competitive test with flying colours thanks to some outstanding stage times, including a second-fastest time in Group R on SS1!

The newcomer dominated the R2 class from start to finish without any technical issues to provide eloquent evidence of its reliability as order books open. The 208R2 completed the rally with a cushion of 1m36s over its closest chaser.

"I was fortunate enough to drive the 208R2 on gravel in Poland and now I have driven it on asphalt here in San Remo," notes Bryan Bouffier. "In both cases, I drove it for the first time on the shakedown stage, and I immediately felt comfortable with the car. It is already well sorted and easy to drive, which is obviously great for confidence. I would say its biggest strength is the overall balance of its chassis and suspension. Its brakes are very good, too; the famous 44km 'Ronde' stage was a good litmus test of how efficient and durable they are. The engine is strong, as well, and we posted some quick stage times, so that is very promising given that the version which will go on sale will feature further improvements."

Bryan Bouffier and Xavier Panseri will be back in the 208R2 for France's Rallye du Var at the end of November.

Next on the programme...

As the 208 R2's development programme continues, the car is scheduled to contest Belgium's Rallye du Condroz as "zero" car on 3-4 November, before an official entry on the highly competitive Rallye du Var, France (23-25 November).

"We are delighted with the 208 R2's maiden result," says Peugeot Sport Director Bruno Famin. "The car was competitive, reliable and consistent in San Remo from start to finish. It also received a warm welcome in Italy and appears to interest a high number of talented young drivers who dream of becoming the next Paolo Andreucci!"

Sales

The gravel and asphalt versions of the 208

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R2 will both be available in kit form (specific 208 R2 parts) for a price of €37,500 (net). This price includes a fully-built engine. It will also be possible to acquire the 208 R2 in fully built form (gravel or asphalt version) for €57,500 (net). Two kits will be available to convert the asphalt version of the car to gravel trim, or the gravel version of the car to asphalt trim.

207 Super 2000: national titles in Italy (Paolo Andreucci) and Romania (François Delecour)

Although launched in 2007, the 207 Super 2000 is still perfectly capable of challenging for rally titles at national level. The Rallye San Remo saw Paolo Andreucci collect his fourth Italian crown with the Peugeot Italy-backed 207 S2000, while François Delecour/Dominique Savignoni recently clinched the Romanian title in a similar car.



Not dead yet: Italian Paolo Andreucci collected his fourth Italian crown in the Rallye San Remo with the Peugeot Italy-backed 207 S2000,



307 passes the roo test

His first Pug: Member David Baird's 403 of old ate up the miles with ease on his many spelunking trips



35 years ago

1977 Outback recording star Ted Egan (Bantail Muster, Beyond the Black Stump, Once a Jolly Swagman) puts in tens of thousands of km in his Peugeot 504 station wagon touring with the Aboriginal Country and Western Plains Band for the Arts Council. He's included trusty old Matilda, a Peugeot 403 which lasted 400,000 km on terrible roads in a film about his life.

Only in the bush – bon vivant Paul Watson urinates on a colleague's windscreen in chilly Uralla for emergency defrosting after other methods fail.



Fishing expedition: Since son John brought the latest in high-tech rods back from Japan, Steve Palocz can reel out his 604 engines in next to no time. They're no good for sushi so like a good sport he throws them back.

30 years ago

1982 Old age catches up with the owners of Seymours of Roseville and a long-term North Shore dealership closes. There is not a single Pug left in the landmark Spanish-style building and not a nut and bolt in what was once the best stocked Pug spares shop in town.

The late George Green's museum collection at Leppington up for auction includes his mid-resto 1923 Peugeot 175 torpedo sports, once the Peter Orr vintage sports racer.

Can anyone beat new member Rob Oakman's backyard tally of 12 Peugeot 203s? They include sedans, a panel van and two station wagons. He's been gathering them since 1969.

25 years ago

1987 Clubs have been squeezed out from exhibiting at the Sydney Motor Show, reports Ross Berghofer.

Ian Robinson leads a club expedition to Peugeot Point, a remote spot 40 km north northeast of Singleton and 40 km west of Muswellbrook.

Bob Sprague has a blacksmith fit a new exhaust to his \$100 Peugeot 404 in Longreach

during the Bourke-Barrier Reef bash. It comes off on "a development road" but they "hammer" it back into place successfully.

20 years ago

1992 Plans for a dinner at the Berowra Chalet, a Nowra weekend with the Nowra air show, a tri-club visit to Mangrove Mountain to Max Houston's resto workshop and a raid on Young for the cherry festival.

Pymble Prestige stocks trendy Gutmann body kits for Peugeot 205 and 405 models.

15 years ago

1997 David Bean, a Citroën car club member curiously called Y'r intrpd tstr, tries and admires Owen Wullemmin's all-wheel-drive Peugeot 405 and works out that the price would have been \$60,000 if it had been sold here new. The model was considered, but was too costly to market when traction control systems became available.

Mosman is the top suburb for Pugs with 153 registered – it's tops for most European marques.

Peugeot Concessionaires Australia chief Ray Bowden quits as the importer plans to bring in a swag of new models. Ray steered the marque through the difficult nuclear test years and pulled off a deal to export parts to France.

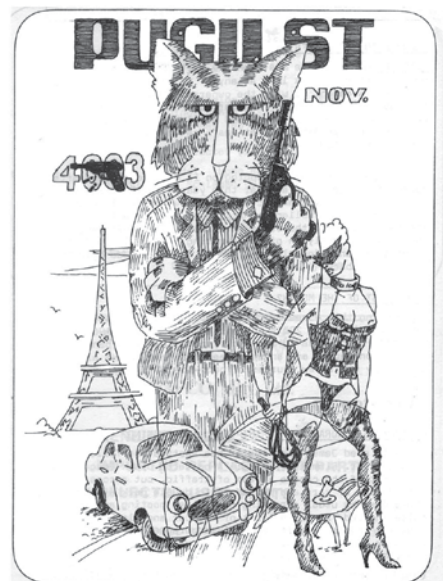
Ten years ago

2002 With cars facing the hazards of elk and moose tests in Europe, it's good to know that the Peugeot 307 – the fastest selling Pug in Australia – has passed the roo test. Roger Armstrong, of Salisbury Peugeot at Dubbo, reported that a small roo hit hard a customer's gleaming new car and crumpled a mudguard. But, being composite plastic, the guard popped out to its usual shape and the customer drove off.

Member Rod Piggot berated the Herald's Peter McKay over his excessive attention to Japanese hybrids. His Peugeot 406 HDi was quiet inside, unlike the hybrids, could be heard by guide dogs at intersections and regularly returned 1,300-1,400 km on a 70-litre tank in the metro area, he pointed out.

Clubber Andrew Kroiter found a Vegemite jar lid was a perfect replacement for his missing Peugeot 604 master cylinder reservoir cap.

British drivers Tim Harvey and Patrick



Cover tribute: A member spotted this gem in Ian Fleming's work: "A battered black Peugeot 403 broke out of the centre stream of traffic, cut across the inside line of cars and pulled in to double park at the kerb. There was the usual screeching of brakes, screaming and yelling. Quite unmoved, a girl got out of the car and, leaving the traffic to sort itself out, walked purposely across the sidewalk. Bond sat up. She had everything, but absolutely everything that belonged in his fantasy ..."

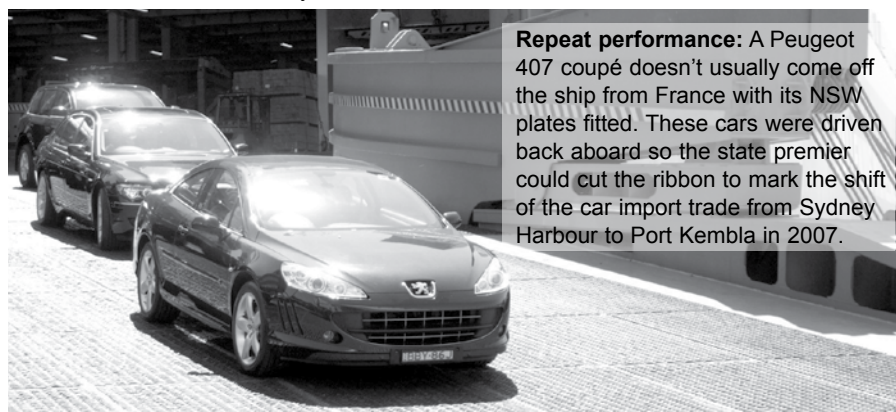
Watts spearheaded a Peugeot attack on Bathurst with 406 Super Tourers flown from the UK championship in 1997.

Five years ago

2007 Club members view a Peugeot 308 GT at the motor show, flown in from Paris for homologation, and learn from their Peugeot hosts that many of its mechanical improvements have already been incorporated in recent 307s, which are yet to be run out in Australia.

Renault clubber "Colin" obtained photos of a 203 van so he could build a 1/32 scale model for a slot car and was talked into building a 203 Styleside ute model as well.

An end to the era of dining among the Peugeots with the move of the Trivett dealership from beside the Benzine restaurant in the Clock building in Surry Hills to industrial Alexandria.



Repeat performance: A Peugeot 407 coupé doesn't usually come off the ship from France with its NSW plates fitted. These cars were driven back aboard so the state premier could cut the ribbon to mark the shift of the car import trade from Sydney Harbour to Port Kembla in 2007.

Bigger model range ahead



Peugeot's 5008 here in May, 2013

Mike Costello

PEUGEOT Australia showrooms are set to swell, with the company's local importer gearing up for a roll-out of extra product over the next 18 months including three brand new model lines and the next-generation, more upmarket 308.

In a bid to return to its record 2007 Australian sales levels, the company will add the 5008 people-mover, 408 small sedan and 2008 compact crossover to its existing model range by the end of next year, and cap it off with the all-important new 308 due in the first quarter of 2014.

Alongside this will be a raft of existing model facelifts, including the Partner and Expert vans (end of 2012), RCZ coupe (March 2013), 3008 crossover (end of 2013) and the hotter 194kW RCZ R (special orders commence end of 2013).



Peugeot Australia Director
Bill Gillespie

Picture: The Motor Report

"It's not only Peugeot customers I want to talk to, it's everyone else. If all I do is talk to Peugeot customers I'll never grow sales."

March next year will also see the arrival of the highly-anticipated 208 GTi hot hatch, which the company says marks a return to the glory

days of the 205, and possibly the luxurious Citroën DS3-rivalling 208 XY.

Peugeot Automobiles Australia director Bill Gillespie told GoAuto the company would "do everything we can to bring new models to market and grow our sales" to an annual sales figure of between 8000 and 9000 units by 2014.

"Certainly you wouldn't bring an all-new 308 to market, and all those other cars, if you didn't think you could get incremental sales," he said.

This figure would return the French company to the heyday of 2007 when it sold a record 8,807 units here, and would arrest a sales slump this year of 5.4 per cent to the end of August – chiefly a result of falling sales of its ageing 207 and 308 stalwarts.

Mr Gillespie said local dealer profits had increased over the past six months for its 40-strong Australian network, with higher-margin new vehicles like the 508 improving the mix and the addition of capped-price servicing helping with customer retention.

Still, it is not a one-way street, with the new model blitz to be countered by the lack of a replacement of the soon-to-be-discontinued 4007 compact SUV (based on the Mitsubishi Outlander).

Likewise, the new-generation 208 will not spawn a convertible successor to the 207CC, with sales of the hard-topped cabriolet to cease here in 2013.

Peugeot has told its Australian arm that it has halted hot weather development of its diesel-electric Hybrid 4 3008 and 508RXH variants.

Mr Gillespie said low-volume hybrid models were not sufficient to simply turn a company "green", and that Peugeot Australia's petrol and diesel range was already more efficient than most.

"Our overall model range, we run an average of around 160 grams [of CO2 per kilometre] versus everyone else, so we as a range are a lot better [than many]," he said.

Meanwhile, the Partner Electrique van is set to go on sale in Europe in the second quarter of 2013, and is powered by a 49kW/200Nm electric motor hooked up to a 22.5kWh lithium-

ion battery.

It is said to have a range of 170km and can be charged in six to nine hours from a household socket or as little as 30 minutes for an 80 per cent "fill" on a 125-amp fast charger.

Its possibility for Australia would depend on factors such as its hot weather feasibility, battery life and the infrastructure for electric cars.

Mr Gillespie said the company would only consider importing the successor to the 107 city car (not sold in Australia) as a rival for the likes of the Volkswagen Up if it could secure the car for "under \$16,000", and even then it would remain wary.

The 5008, launched in Europe in 2009, is a seven-seat wagon rival for the Honda Odyssey that will be offered in one specification level and with one turbo-petrol or turbo-diesel engine.

It shares the same underpinnings as the 3008, RCZ and the Citroën Grand Picasso.

The 408 is a sedan version of the current 308 designed primarily for developing markets and to be imported here from Malaysia as a rival for the Volkswagen Jetta.

The single specification, petrol/automatic only model should retail from about \$28,000.

The 2008, which made its debut at the Paris motor show, will enter the rapidly expanding small crossover market against the Holden Trax, Ford EcoSport and possibly the Nissan Juke (which is under consideration for Australia).

— from GoAuto

Peugeot Australia new model roll-out:

Oct 2012	208
Nov 2012	Partner and Expert facelift
Mar 2013	RCZ facelift
May 2013	5008
May 2013	208 GTI
Aug 2013	408
Q4 2013	3008 facelift
Q4 2013	RCZ R
Dec/Jan 2014	2008
Q1 2014	308

For sale

203s x3 – two sedans and a ute. They are in poor condition but basically complete. I bought the two sedans as parts cars for the ute. An enthusiastic person could restore them or use them for parts. I would like to see them go to someone who can use them, Charles Brennan, north of Dubbo, 0418 476 739

205 Si, unregistered for a while now (though a jump start will probably get it going again!) and if no one purchases it it will just end up sitting in my yard wasting away. Details and pics of the car can be found at <http://www.gumtree.com.au/s-ad/croydon/cars/1992-peugeot-205-hatchback>. Jonno.

406 1996 Sedan, Regency Red, Petrol with damaged motor – timing belt failure & slipping clutch. Mechanic said not worth fixing. Rest of car body, interior, other motor parts are good. Has new muffler, and reasonable tyres. Used to get 6.5 l/100km. Second owner. Needs to be towed. Offers. Richard Waites Salamander Bay. 02 4981 3305

504 COUPE 1970 white, manual, excellent condition, SGG203 (NSW) \$43,000, Andrew Park, Hunter Valley, 0407 450 013, lorraine-

nm@idl.net.au

505, 1981, automatic, currently on club plates. I want to regretfully sell, it used to be owned by Norm Johncke (deceased). The car is in original condition with 155,000km on the clock. It has only had 2 previous owners, has a fully reconditioned engine with new pistons and sleeves, new guides and valves. It is an absolute pleasure to drive and floats on the road. It will come with 12 months rego and I would be happy to deliver it within a reasonable distance. \$5,000 ono. I would like to see the car go to someone who will look after it. Wes Coghlan, Newcastle, 0423 083 274, wescoghlan@hotmail.com

505 STi sedan, 5 speed, 1983, red, well loved and maintained over last 11 years. All systems in very good condition. Excellent interior upholstery. All mechanicals A1, professionally serviced. New rear shocks and very good Michelins. VF3551A3601560016. Rego to Nov 2012, \$3,000 ono. jgeosci@hinet.net.au. Ron Johnson. 0417 746 085

505 station wagon, 1989, has a broken clutch fork so the clutch doesn't work. Reg XNC289 until 25th of January 2013, \$800ono, VIN/ Chassis: VF3551F8603162007, Xabier, 0449 045 273, [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.](mailto:xabier@atlan-</p>
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THE DEADLINE FOR NEXT MAG IS TUESDAY, 20 NOVEMBER. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

tiscorp.com.au

505 GTi Series 2 sedan '85 build. Deceased Estate. Rego expires 23/9/12 but has pink slip. 6 x 15" mags, 227,000km. Situated near Nabitac/Taree. \$3,000. Phone David 0424 046 203

Parts

Factory parts catalogue for 403, 404, 504 plus various catalogues for export specs, paints colours etc.

Factory workshop manual 604 in 2 parts plus various workshop manuals for 403 404 504 505 \$300 the lot or can split. Barry (Adelaide PCCSA) 0452 541 139

Number plate, "PUG 308" offers over \$1,000. The plate does not have an annual fee from the RTA as I have had it a long time, John Handley, Newington, 0409 677 680

405 steel wheels with tyres 30%. x4, \$75ono for the lot. Driver's

window (tinted) \$25. One std 405 manual \$30 (free postage), two steel wheels with tyres for 505. \$40 lot. Jamie Campbell Bathurst (occasionally go to Sydney) 02 6337 4865

Wanted

504 front bumper and grille for '77 model - Mark 0420 321 671

Workshop manual for 2002 406 HDi, also wanted roof racks for same. Might be dreaming but also after a roof bar for this car. If anyone has any ideas, I'd love to hear from you. Jamie Campbell Bathurst 02 6337 4865

Free

205 GTi alloy wheels x4. Speedline SL201 5.50J14 FH24, four without tyres. Andrew, Strathfield, 0470 376 665

France guarantees Peugeot Debt

François Hollande's French government stepped in to rescue PSA Peugeot Citroën by guaranteeing as much as €7 billion in new bonds, in exchange for greater influence over company strategy.

Arnaud Montebourg, the Minister for Industrial Reconstruction has demanded a government representative on the controlling board, worker representation in the strategic planning and a reduction in the 8,000 to be retrenched in France (announced previously by Peugeot as a

requirement to remain solvent).

In the financing deal, the state and workers will each receive a seat on the board of directors, and an outside committee will be set up with veto power over any "significant" changes in Peugeot's operations, the French Finance Ministry said today.

Peugeot will also not pay any dividends, repurchase shares or provide management board members with stock options as long as the government guarantee is in place, Peugeot said.

Peugeot needs the French state backing for its banking unit to keep down borrowing costs and offer customers competitive financing

rates. Underscoring the urgency of the funding need, Peugeot predicted today that debt is set to increase 20% more this year than it forecast in July.

"The state will want to see this business run more in the interest of government, rather than in the interest of the shareholders," said Erich Hauser, a Credit Suisse analyst with a neutral rating on the shares. "The rising debt of Peugeot clearly shows that the core things are getting worse."

Peugeot dropped 27 cents to €5.56 at the close of trading in Paris, following the announcement. The stock has plunged 47% this year, valuing the carmaker at €1.97 billion.

Peugeot is also working with lenders to increase the finance arm's credit line by €1 billion and renegotiate some of the terms of an existing €10.5 billion in credit to secure the funding until 2015, Chief Financial Officer Jean-Baptiste de Chatillon said today.

The European Commission may scrutinise the guarantee plan under state aid rules if it gives the company an unfair financial advantage. French Finance Minister Pierre Moscovici has discussed Peugeot at a meeting with European Union Competition Commissioner Joaquín Almunia.

"We haven't received any formal notification of this issue," Almunia said at an event in Brussels. "But of course once we will receive information or communication, we will have to create a very careful assessment."

German Objections

The German state of Lower Saxony, Volkswagen's second-biggest shareholder, said this week it opposes French aid for Peugeot and indicated Germany would ask for a European Commission review.

— from BusinessWeek.



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AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	446 Malvern Road	SOUTH YARRA	VIC 3141	03 9341 4444
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721 100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service				07 3253 1440
	Parts Unit				07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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