

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

December 2012



REGISTER NOW FOR THE ANNUAL EASTER PEUGEOT PAGEANT



THE PEUGEOT Car Club of Victoria will host the 2013 Peugeot Easter Pageant in the border city of Wodonga.

Accommodation

Accommodation booking is the responsibility of each participant.

The Victorians have pre-booked accommodation at the Stagecoach Motel and the Wodonga Cabin and Caravan Park, which are adjacent to each other on Melbourne Road (the old Hume Highway). Both have breakfast/meal making facilities, and for those who chose to stay at the Stagecoach, breakfast is available from the motel.

Discounted rates have been negotiated at both venues. Speak to Damien or Louise at the Stagecoach Motel (02) 6024 3044 and David or Robyn at the Cabin/Caravan Park (02) 6024 2398 and mention you will be attending the Peugeot Pageant.

Should you wish to extend your stay, there is much to see around Albury/Wodonga area.

Any questions, don't hesitate to contact Murray Knight (03) 9728 3096, Allan Horsley (03) 9499 5861 or Tim Farmilo (03) 8711 4050.

Busy programme of activities

FRIDAY:

- For early arrivals on Friday, we have put together a **short drive** through the Indigo Valley to historic Chiltern and return.
- A **welcome dinner** will be provided in the evening.

SATURDAY:

- Saturday starts with the **concours** display of cars at the Howlong Golf Club, some 25km from Wodonga.
- **Morning tea and lunch** will be provided at the Howlong Golf Club
- On Saturday afternoon, you have the choice of a **motorkhana** OR an **observation run** through some historic, northern Victorian towns, passing some of the best vineyards in the area.
- Saturday night's **dinner** will be at a

restaurant in the centre of town.

SUNDAY:

- On Sunday, an **observation run** will head south and east from Wodonga through some lovely country in the Kiewa and Mitta Mitta Valleys and then travelling along the Victorian shoreline of Lake Hume. This is the main observation run for the weekend and will include **lunch**.

- Sunday night we have the **presentation dinner**

MONDAY:

- The weekend will conclude with the traditional **farewell breakfast**. Please note: Breakfast on Saturday and Sunday is not provided and is the responsibility of participants. Registration of \$168 per person is discounted to \$158 until February 1.

Use the form that came with the address sheet to sign up early.

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Stonking RCZ R on the way into production

Simon Craig

AT THE PARIS Motor Show in late September, Peugeot revealed a number of concept cars, one of which was the

The cover

The pugs line up for a track session at Marulan Driver Training Centre in October.

Picture: Simon Craig

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exciting RCZ R concept.

Powered by an advanced version of Peugeot's 1.6 turbo petrol engine, which will produce 260hp (194kW), this will be one special pug if it makes it into production — rumoured to be some time near the end of next year.

A specific power output of 160bhp/l, among the highest in the world for a production car, will make it the most powerful production model in Peugeot's history.

Wrapped in matt black and copper livery, in

a similar theme to the Onyx Supercar concept also revealed in Paris, it certainly enjoys a commanding presence. I wonder if they can slip that engine into a future version of the 208 GTi?

In line with Peugeot's unwavering quest for low emissions, the engine produces only 155g/km of CO2 emissions, which is very impressive indeed for that kind of power.

Along with the trick engine, special suspension and wheels — combined with a Torsen® limited slip differential — promise to make this a very special motor vehicle indeed.



Simon Craig

HI THERE FELLOW pug enthusiasts. Our esteemed president Ross Berghofer is off enjoying himself at the moment, so I've taken the liberty of stepping in for this month's spot.

It's hard to believe that five years have passed, yet last month's Pugilist marked the fifth year since I volunteered to take over as editor of the Pugilist.

Of course, the former editor Peter Wilson is still very much apart of the editorial team and I certainly would struggle without his efforts in the research and writing departments.

In November 2007 I was still waiting to hear of the arrival of my 207 GTi, ordered some months before. It eventually turned up on Christmas Eve and I guess you could say it's up there with impressive Christmas presents I've received.

I'd also just returned from a month long holiday in the USA, which started in a somewhat chilly New York City, before we hired a car and moved on to the various plane and space museums around Washington DC.

A long, meandering drive down through North Carolina, Charlestown, Savannah, Cape Canaveral and ending in Key West in Florida was a memorable experience.

It didn't end there of course, with a quick flight across the country leaving us spending a week in San Francisco before finally heading home.

As most of you may know, there are not a



The pugs roll up at Canberra's All French Car Day

lot of pugs out and about in North America, but we did manage to spot a few 505s, both in the northeast and in San Fran.

Also in 2007, David Schultz organised the Two Oh Display day at Darling Harbour, to help celebrate the arrival of the 207 in Australia. We had a big display of club cars - from the 203 to the 206 - and Peugeot supplied a 207 CC and a 207 GTi. Crowds flocked around the cars, with the majority of interest on Helen Louran's 206 CC and Hans Riehs's 206 GTi180 and 205 GTi race cars.

2007 was also the final year of Rendezvous events, organised brilliantly by Guy Churchill, who was an active member of this club for a short while before heading back over to Perth.

Rendezvous Victoria was a national gathering of 206 owners, with entrants from Queensland,

NSW, Victoria, ACT, South Australia and Western Australia. We met in Melbourne and initially headed south west, through the Great Otway National Park, before heading back east along the Great Ocean Rd.

We took the Queenscliff to Sorrento ferry, across the mouth of Port Phillip Bay, then up through Gippsland, finishing at the delightful little gold town of Walhalla, near the Baw Baw National Park.

In all it was a three day event, but it seemed to last much longer.

November this year has seen the latest edition of Don and Roslyn Pearson's Pugalong adventure which, from the reports I've heard coming in, was quite an incident-filled affair. Be sure to look out for the story in the Pugilist.

At the beginning of November I headed down to Canberra, to help the ACT clubs celebrate their French Car Day. The event is held at Telopea Park School, which runs dual English and French curriculums, and is part of their annual Fete.

Renaults numbers were in abundance, with Citroëns and Peugeots making a very modest appearance.

The rest of the event is a huge affair with hundreds of people flocking to the amusement rides, French food stalls and free entertainment. The raffle is a big drawcard - first prize being a return trip for two to Paris worth \$5,000 - and many people tried their luck with tickets.

Alas I failed to win anything in the raffle, but I appeared to score the best prize: I spent the afternoon extracting the contents of someone's 306 Cabriolet boot through a hole not much bigger than my arm. Its owner had inadvertently shut the keys in there!

I eventually snagged the keys and it was a happy ending for everyone involved.

All I can say is - thanks for the new bottle of polish, Mark. I'm sure I'll put it to good use very soon.

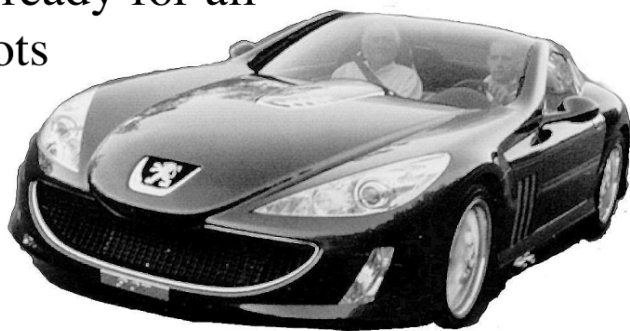
This is, of course, the final edition of the Pugilist for 2012. The next edition is not due until sometime in February 2013 - the club's 40th anniversary,

I hope you all enjoy a very puggy Christmas and New Year.

Two Oh Display Day in 2007



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Don seeks buddies for display

Peter Wilson

MOTORFEST regular Don Pearson was the first member to sign up his Peugeot for the Australia Day CARNIVAL along Macquarie and College streets in Sydney on January 26, 2013.

Don told the November club meeting he had entered his Peugeot 204 and called for others to enter their cars. He complained that at this year's display, the last under NRMA sponsorship, the Simcas outnumbered the Peugeots.

Entries closed on November 30.

The event will be open to car club members to display their prized but humble cars and talk about them to members of the public in search of nostalgia and old models their family or someone they knew might have once owned.

However, the new sponsor is after a new crowd – the wankers. The Australian Concours d'Elegance outfit has grand plans to "reinvigorate" the traditional auto display with a concours "best of the best" competition, a supercar gathering of modern and exotic vehicles and



January 2012. Three pugs at the club section but the odd 203 was placed elsewhere.

classic and modern motorcycles. Entrants in a themed concours parade will be judged on their car and attire.

The day is also open to commercial and trade displays.

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

Hawks Nest Motorfest

Saturday, 9 March 2013

Simon Craig

THE CLUB HAS been invited to attend the Tea Gardens Hawks Nest Motor Club's annual Motorfest.

Held on Saturday, 9 March 2013 at the Myall Park Sports Reserve in Hawks Nest, there is space for 350 vehicles to be displayed.

An exciting program has been arranged with exhibits of veteran, vintage, classic and unique cars and motorcycles, and they would love us to help share in the display.

Along with the cars, there will be displays by the local Surf Life Saving Club, Fire Brigade, Ambulance service, as well as other performance groups with country, classic and jazz music. Various food and drink stalls will also be available for those with an appetite.

If there are enough of us, arrangements can be made to have a designated club area. 16 trophies are up for grabs for awards such as best vehicle and best club display.

An entrance fee of \$10 per vehicle and \$5 per motorcycle will support the local Surf Life Saving Club and the local NSW Rural Fire Services branch.

Cars should be in place by 0945 and trophy presentations will be at 1:30pm.

This is one of the largest rural Motorfests in NSW, with approximately 50 vehicle and motorbike clubs represented.

The closing date for applications is Mon 4 March, 2013.

For more information, contact the secretary of the club, Phil Hoare, on 02 4997 0082 or via email at phoare38@tpg.com.au

Bay to Bermagui run

12–14 July, 2013

Simon Craig

THE CLUB HAS also been invited to attend the 2013 Bay to Bermagui Run, which is a run by the Classic & Vintage Motor Club of Eurobodalla (CVMCE)

It's a run for historic vehicles that showcases the pristine NSW southern coastline from Batemans Bay to Bermagui; taking in beaches, lakes, inlets and villages of the area. Our charity this year is Snowyhydro South Care Helicopter.

Registration is now open at a cost of \$120

per person. The cost will cover Friday evening pre drink and finger food, Saturday morning tea, Saturday lunch at Bermagui, Saturday 3 course dinner with wine, Sunday brunch, a commemorative run sticker and a metal grill vehicle badge.

Entry is payable by cheque or money order made out of CVMCE B2B. Closing date for entries is Wednesday 1st May 2013.

Visit www.cvmce.org.au for info and an application form.



Spy photo: Andrew Park's 504 Cabriolet was snapped at the 2011 Hawks Nest Motorfest.

Paris mayor wants to ban old cars

BERTRAND Delanoë, the mayor of Paris, wants to ban the use of cars and commercial vehicles older than 17 years in the French capital from September 2014.

The move, being instigated on the grounds of noise and pollution puts the issue of classic and old car usage firmly on the political agenda after years of relative calm.

If the measures go ahead, classic old cars such as 2CVs, Peugeot 205s and Renault 4Ls will be a thing of the past in Paris, along with

sputtering but charming old Vespas and other two-wheelers deemed too dirty to drive.

It will affect the less affluent Parisians more than the wealthy, but the Socialist administration is promising to introduce schemes to assist some 360,000 old car owners get into new ones. However, another scrappage scheme would be costly, given the state of France's economy.

The package of anti-vehicle measures also includes toll barriers on cross-city motorways for trucks, and eco-taxes for those using the inner ring-road, or infamous boulevard périphérique.

The mayor said the idea was to "progressively and in a concerted manner" ban all trucks from driving in or around the capital.

The next phase in the emission-reducing programme that began in 1997 will be turning Paris into a Low Emission Zone by 2015.



Pugs on the Seine: These pugs were snapped last month by Victorian club member (and Pugilist printer) Jeff Gill, in Paris.



Paris suburb hopes the blues can save Peugeot site

Gilles Guillaume

A PARIS SUBURB hopes a blues festival will help persuade U.S. investors to put money into the redevelopment of a local PSA Peugeot Citroën car factory that is due to be closed.

Aulnay-sous-Bois Mayor Gerard Segura plans to show a delegation of entrepreneurs from Louisiana and U.S. embassy representa-

tives around during the "Aulnay All Blues" festival in November in a bid to find new uses for the Peugeot site.

The music festival runs over a few days and includes performances from New Orleans musician David Batiste, playing alongside sons Russell, Jamal, Ryan and Damon.

"Such are the coincidences of history, but the links formed first with Chicago and now with New Orleans will perhaps enable us to combine an economic initiative with a cultural

one," Segura said by phone.

The French car maker plans to shut the Aulnay plant in 2014, which employs 3,300 full-time workers, as it reorganises under-used domestic production capacity to help reverse mounting losses.

Unions have pledged to fight the closure, while local officials have warned of a social disaster in an area that already suffers from high unemployment and crime. Peugeot has promised to seek new investors for the site.

— from Reuters

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www.interlude-tours.com

Peugeot in the Sydney to Hobart

Peugeot Automobiles Australia, the Surfrider Foundation and PoP (Protect our Playground) have joined together to tackle one of the world's toughest yacht races – the Sydney to Hobart.

The yacht, a Beneteau 45, will sail under the name "Peugeot Surfrider". The combination of Peugeot, Surfrider and 'PoP' will shine a bright light on a massive environmental concern.

The Protect Our Playground (PoP) Crew is front row witnesses to the damage caused to seashores and marine environments. The team promotes ocean preservation by highlighting the problem of ocean plastics in collaboration with the Surfrider Foundation Australia.

The Surfrider Foundation Australia is a not for profit organisation dedicated to the protection and enjoyment of Australia's oceans, waves and beaches for all people, through Conservation, Activism, Research and Education (CARE). Surfrider Foundation Australia is an affiliate of the global Surfrider Foundation organisation, which has a pres-

ence in the USA, Japan, Brazil and Europe, and has over 50,000 members and countless more supporters worldwide.

"I personally can't think of a better way for all of us to highlight the issue to the public than by the use of one of the most high profile events in Australia," says Peugeot Australia General Manager Bill Gillespie.

"When Peugeot Australia considered the sponsorship of a boat in the Sydney to Hobart it wasn't enough for us to sponsor a boat or the race. This isn't the goal of this partnership at all. We wanted an event or sponsorship that would operate at many

different levels for our business and talk to our owners and consumers about an issue that we know, from research, that Peugeot owners and intenders feel very strongly about – the environment."

Automobiles Peugeot has a global approach to the reduction of CO2 emissions and the promotion of more efficient combustion engines. Peugeot continues to meet and exceed global requirement for mobility without sacrificing driving pleasure. This was most recently highlighted at the Paris Motor Show in September where AP revealed a range of engine strategies such as downsizing petrol engines, diesel engines, the generalization of the particulate filter, application of stop/start technology, diesel-electric hybrids and electric drive.

Training is already underway with the crew honing its skills in a series of regattas on Sydney Harbour. The crew will be joined by world renowned professional sailor and Surfrider Europe Ambassador, Nicolas Lunven, for the big race.

Picture: Peugeot Australia



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 1 July.) 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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03 5966 2373.

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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, 31 January, 2013.

Who are ya gonna call?

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206 Simon Craig 9630 9668
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Pretty Baby streets ahead

Peter Wilson

A WHITE PEUGEOT 208 was parked at the end of my street the other day, a sign that things are falling in place for Peugeot to regain its market position in Australia.

The new Parisian bébé is pretty and petite, and an eye-catcher in the city car assortment, which certainly has its share of uglies.

The appeal of its new models, the plugging of a huge gap in the important Sydney dealer network and a return to racing will help its recovery in a rising but extremely competitive national market.

A total of 89 Australian owners took home Peugeot 208s in October and that's early days at this stage because Peugeot Automobiles Australia's recent marketing push seems to have been running out the 208's plumper predecessor, the Peugeot 207 in its enhanced Sportium package.

The 207 Sportium is outselling the new model and 93 of them were snapped up in October, according to VFACTS industry statistics.

The preference for the old model over the new was also demonstrated back in 2007, when the 207 was introduced, with more buyers picking up 206s until the end of UK production lost supplies.

In France, where small is beautiful, the 208 has been the most popular model for the fourth consecutive month, with a 5.8 per cent share of the national market, its 9,805 sales in October being well ahead of the Renault Clio at 6,189 units, according to Jato figures.

Automobiles Peugeot has dropped the 206+ and introduced the 207+.

On the weak European market, the 208 was again the third most popular model with 26,105 sales, trailing the Golf (33,156) and Fiesta (26,145).

As an indication of the downturn, the last time Peugeot was top of the motoring pops in Europe the 207 sold 46,000 in March 2008.

Despite the popularity of the 208, Peugeot was reducing production from 52 cars an hour to 25 cars and dropping the third shift at Poissy, union officials told the Wall Street Journal. Its target for this year has been cut from 175,000 units worldwide to 140,000 units.

Peugeot's other rising star in the Australian market is the Japanese-sourced 4008, its third best seller in October with 60 units and that without the diesel option, which is the strongest SUV engine preference in the national market. Available here for five months, the 4008 made its European debut in October.

The Mitsubishi connection is improving Peugeot's position as the compact SUV market goes ballistic – it was up 56 per cent nationally in October, the industry reported.

The diesel interest helped the French-sourced 3008 (27) and the Japanese-sourced 4007 (24).

Peugeot has discontinued the 4007 since Mitsubishi refreshed the Outlander as it did not gain strength in the UK and Europe. Still, it will be a useful niche during the runout of remaining stocks in Australia.

Mitsubishi Australia was surprised when the Outlander model runout took the nine-year-old model to an all-time high of 1,653 sales in October, topping the end-of-financial year June result of 1,018.

Peugeot's October sales of 406 units were down on the 436 in September and 436 in October last year. Renault (485) and Volvo (411) were ahead while behind were Skoda (215), Citroën (136), Fiat (106), Opel (105) and Alfa Romeo (60).

The frenzy for high driving positions means the three-oh series is no longer the Australian top-selling Peugeot. Instead of the 306, 307 and 308 leading the range, the spin-offs offer buyers a wider choice – the 308, the CC, the 3008 and the RCZ with their different price points share the three-oh platform.

Former marketing manager Richard Grant once declared Peugeot to be the niche market specialist and the niches have grown along with the range.

The size of the range was demonstrated when the new Sydney dealership at Arncliffe, Dominelli Prestige, opened for business at the end of November.

Almost every Peugeot model is on prominent display on the forecourt and in the showroom that have a commanding hillside position beside the busy Princes Highway and near a motorway exit.

The range was bigger than the range at the Sydney motor show and even included the

Peugeot 508 GT sedan, a noticeable no-show at the show.

"We're lucky to have one – they are hard to get hold of and we're one of only two dealers in Sydney to have a GT," sales manager Martin Slobonik told The Pugilist inside his big-windowed, curved-roofed Blue Box.

Although the new dealership will have a vast urban prime market area, from the CBD east and to Sutherland in the southwest, a wealthy area previously looked after by two dealers, he said it remains a boutique operation.

Once the cars arrived, customers were starting to drop in, he said.

The dealership has full service facilities.

Meanwhile, Trivett at Alexandria will continue its dealer service role until March and after that will offer non-dealer Peugeot servicing.

Welcoming the enterprising Dominelli family on board as the 40th dealer in the network, Peugeot chief Bill Gillespie indicated another Sydney dealership will open in Sydney in the new year.

Peugeot's racing comeback is something of surprise. As a change from enlisting King of the Mountain Brocky to race an Mi16 at Bathurst, Peugeot is sponsoring a French king of the deep blue sea, Nicolas Lunvin, to head a French crew with down under experience on a Beneteau 45 yacht named Peugeot Surfrider in the Sydney-Hobart race at the end of the year.

It's more than race on the holiday, sell all year. It's a joint venture with the environmental Surfrider Foundation and Protect Our Playground that try to highlight the problem of ocean plastics.

Like Mount Panorama, the event has a big international following on cable TV as evidenced by race sponsor Rolex and Kiwi car yachtie Neville Crichton's sponsor Alfa Romeo.

A friend at Automobiles Peugeot welcomed it as in line with the "Motion & Emotion" brand positioning.

Bill Gillespie said it wasn't enough to sponsor a boat or a race. Peugeot wanted an event that would talk to its customers about an issue they feel strongly about – the environment. It also underlined Peugeot's quest for more efficiency in its engines without reducing driving pleasure.



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



Graham Wallis

The 2013 Redex Rerun is coming along well, Expressions of Interest now number 30 with plenty more expected to come.

The majority of entrants will be in 203s or 403s, but we have accepted a handful of 404s, a 505, a VW and a 122 Volvo. The later model Peugeots were generally accepted because of the owner's support for previous reruns.

Other makes are fine as long as they are reasonably original 1950s models.

At the moment the Rerun Committee is hard at work organising various venues around the country for displays, meals, sporting events and interesting stops for the entrants.

Also information re accommodation is being put together and people will be able to start making bookings.

We will soon start getting some publicity out, this was very successful in 2003 and resulted in quite a few people who had been involved in or remembered the original events getting in touch. A few less of these people around now 10 years later but you never know who is out there.

Interested people should contact Graham Wallis at ewal7731@bigpond.net.au or 0429 939 619.

Redex Rerun Update



Ross McBean and Rob Oakman leaving Fox Studios, flagged off by the then Peugeot Automobiles Australia Managing Director, Rob Dommerson, in July 2003

Peugeots on fire around the globe



A Victorian CFA member sent these photos of a fire he had attended in Lilydale recently involving a Peugeot 307 HDi. Apparently the car was on its way from a car yard to a diesel specialist to repair a leaking injector, but didn't make it before it went up in flames.



Meanwhile, in London...

LONDON'S famous Tower Bridge was shut down recently after a Peugeot van caught fire on it on 2 November.

The bridge was partially reopened a few hours later, after London Fire Brigade bought the blaze under control at around 9.20 in the morning.

Police said no one was inside the Peugeot van when emergency services arrived on the scene.

The blaze was bought under control by London Fire Brigade at 9.20am. London Fire Brigade said: "Crews have brought the van fire on Tower Bridge under control.

"One fire engine attended the van fire on Tower Bridge, it was brought under control at 9.32."

Transport for London warned people to expect delays around Tower Bridge, despite both lanes being opened. "Northbound and southbound direction. Tower Bridge is blocked southbound due to a vehicle fire.

"Tower Bridge is operating single alternate lanes on north and south directions. Expect delays."

— from the *International Business Times*



Pugs to the pole...or nearly

Tony Nott and Annie Brown



The mission

...should you accept is to drive an old Peugeot as far north as you can.

On 13th June we did just that, three Peugeot 504 utes made it to Nordkapp Norway 71° 10' 11" N, as close to the pole as you can get and still be on a road in continental Europe.

The Preparation

The journey proper started in the UK with the purchase of three 504 diesel utes. Barry and Tina Moritz bought a renovated 1992 model, Gordon Hort bought a 1988 model and we bought an ex Peugeot dealers 1989 model complete with signage and a yellow flashing light for the princely sum of £900.

All the purchases were done via e-bay with the help of Barry's contacts in the UK, the details of which would require a very long conversation over several bottles of red.

Our utes had been parked in an orchard for quite a few months and mine in particular was filthy, covered in moss, lichen and the usual UK detritus. At the local supermarket polish migrants

were offering car washes "from £5 " I negotiated £7 he then shyly asked "how long you stay in supermarket?"

Since we were going to the wilds of the deep north it was decided to fit out the utes for camping, the very reason for buying utes in the first place. Barry's ute already had a fibreglass canopy or "truckman top" as they are called in the UK so Gordon and I bought ones to put on ours. A week was spent in the UK sawing, drilling, gluing and outfitting. Thanks to generous gifts of old ply and a trip to a local car boot sale it was all done at a reasonable cost. We had cookers, a fridge, utensils and all the relevant camping paraphernalia- we were ready to go.

The Route

The idea was to drive the most interesting route we could find, avoiding motorways where possible. We took the Channel Tunnel over to France then basically headed due north up the coast of Belgium and along the dykes in Holland. In Germany we took a slight detour via Der Franzose in Vechta and bought up large in spares (a whole article in itself) and then headed north again.

Since there was no real alternative route and we did not want to change money and phones yet again we did a belt across Denmark sticking to the motorway and not staying over night. This meant we went from Germany across Denmark and into Sweden all in one day. A big drive!

Once in Sweden we headed due north again and up into Norway. Lack of time prevented us going south and around the whole coast of Norway so we kept on going north and joined the coast at Trondheim from there we followed the coast all the way to Nordkapp. As I said on Facebook the trip from Trondheim to Nordkapp is a bit like going along the great ocean road with a mirror image a couple of km out to sea, a snow line at 200 metres and driving like that all the way from Melbourne to Broome.

At Nordkapp the cars split up. Barry and Tina and Gordon keep on going around Norway to Russia (another whole story) and we headed south for the east coast of Sweden to meet up with my son in Upsalla. From there we travelled south retracing a similar route but a few hundred km to the east in Germany and Holland. Then back via "the Chunnel " to the bright English sunshine!



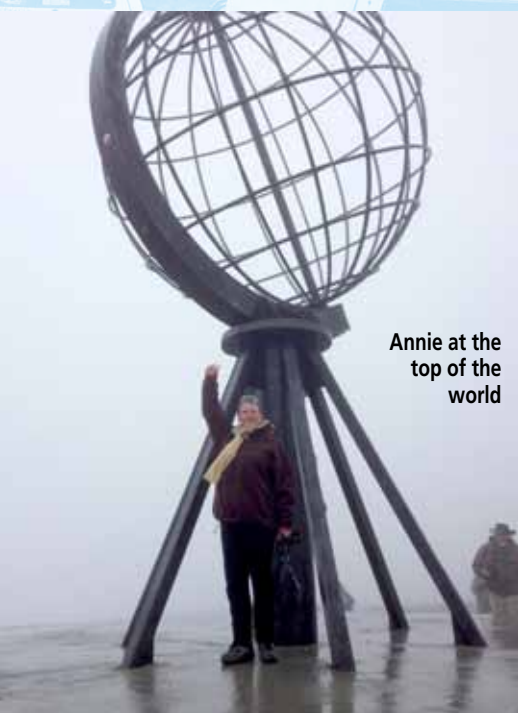
The land of the midnight sun

The Arctic Circle comes in around three quarters the way up Norway much like the tropic of Capricorn cuts through Australia. So a couple of weeks were spent without darkness. This has some great advantages for campers. Unlike Hank's trips in the outback we did not need to find a camp by 4ish so we could have everything set up before dark. At most campsites in Sweden check in is between 6 and 7 so 504's becomes 607's or even 809's. We only had to use the torch once and that was inside a cabin so Annie could see to cook!

24 hrs. of sunlight also means it doesn't get cold at night max may only be 17 but min might only be 15.

The only big disadvantage is that discreet midnight pee behind the tent is fraught with danger.

Although you always have to drive with your lights on you never drive in the dark.



Annie at the top of the world

The Joys of camping

Unless you want to spend a serious amount of money, camping and driving is the only way to see Norway and the rest of Scandinavia. There is a lot of open space, road and forest. Most (sensible) people camp in motorhomes and there are so many on the road that it makes all our grey nomads look like a family gathering. Scandinavia has an ancient "rights of passage" law that basically lets anyone camp on any public land for one night, hence the serious number of motorhomes.

We were traveling in June which was before the start of the season proper in

July /August which meant that some parks were shut but we also avoided the rush and had plenty of sites, an issue in peak season.

Campsites are set up differently in Europe and a lot of people had problems with us setting up a tent next to the car and could not get around the idea of us sleeping in the car. "Yes, it is like a small motorhome" was the only way they could cope. The Dutch have had real problems with English tradies coming over to work, racking up huge camping bills and disappearing into the night. So when we turn up in our UK registered vans, mine with a yellow light on top, there was a general look of horror on their faces. We were refused at one place and only got into another because the owner's wife was a Kiwi and Barry did some swift talking and explained we were Australians. The next day Barry and Gordon bought a huge texta and scrolled Australia on the back of their cars, I already had a sticker on mine that we bought at Sydney airport.

Some sites were appalling (avoid the Belgian beaches like the plague) but generally the camping was OK the average was slightly less than what you would find in Australia. Prices were good, ranging from \$10 in a fantastic national park in Germany (byo toilet paper) to around \$20 for most sites in Scandinavia. Cabins ranged from \$40 to \$150 depending on size and amenities.

The driving highlights

The Chunnel is one of the world's great but weird driving experiences. You actually drive into the train and once inside we had to drive down about 12 carriages. It felt like driving half way to France inside the train! Luckily we were over height and went in with the trucks and campers, the cars have to go in two story carriages, which are a bit claustrophobic. Hand brake on, engine off and 30 minutes later we are driving



off in France on the wrong side of the road!

Driving the E7 up the Dutch coast over the top of the dykes is also one of the world's great drives. Sea on the left about 3 metres higher than the sea on the right...mmm...what's wrong with this picture?

Going around roundabouts the wrong way and sharing tiny roads with very large farm machinery is also some of the other joys of driving in Europe. The look on Annie's face when a 400 hp John Deere did a left turn in front of us, missing her side by inches, was priceless.

One of the engineering marvels of the world, the Oresund bridge is well worth putting on your driving bucket list. The bridge is nearly 8km long (over 3 Westgates) and you are 60 metres up in the middle. It goes between Denmark and Sweden and consists of a 4.5km tunnel, plus an artificial island, plus the bridge and is about 16km in all. An amazing drive!

There was a lot of very scenic driving along the fjords in Norway with some spectacular bridges and the trips on the ferries were always fun but the



Scandinavian highlight would have to be being asked to blow in the bag by a very attractive Swedish police woman. It was midsummer, a holiday, like a cross between new years and schoolies week for those in the south of Sweden and the police, out in force, obviously thought we looked like drunken gypsies driving a rusty old Peugeot too slowly. After blowing a zero and "Have a good day and drive safely", they followed us for another 20 mins. Just when we thought they were planning to escort us across the border they spotted several of the afore mentioned drunken schoolies atop a trailer full of tree branches and flowers destined for may pole decoration. Lights flashed, floral clad and barefoot bodies jumped off and we were safe. Gladsummer!

Tourist highlights

Everywhere along the trip there was something fantastic to look at and as farmers we were particularly interested in farm techniques and stock management but some places stood out above the rest and, of those, two were world heritage listed.

Roros in central Norway, the coldest spot in Scandinavia (gets down to -50°C), had been a copper mine for 330 years. Jan told us about this place. We met Jan on our first night in Norway, he dresses like he got caught naked in the backstage dressing room of "So you think you can Dance" and threw on the first things he could find. Jan spends six weeks a year camping in a bowler hat, a shiny multi-coloured tracksuit Ali G would be proud of, and slip on clogs. He also built three of the cabins on site, makes moonshine out of apples that would send the space shuttle into orbit ("don't drink too much make you sick", "no kidding Jan") and says we are the first Australians to visit in the 26 years he has been camping there. But Jan did put us onto Roros a 350-year-old mining town totally intact with a lot of grass roofed wooden houses dating back to the 17th century. We took a tour of the old smelting works and bought lots of souvenirs. Trevor (from WA travelling with Gordon) bought some

beautiful local blankets and a god awful sausage, a "local delicacy" that would make your arteries clog just looking at it. Roros and the whole area around it has a UNESCO world cultural heritage listing.

It is an amazing place to visit.

The whole drive up the coast of Norway has to be a highlight seeing frozen lakes (in summer), the fjords, the arctic tundra, Sami lands with reindeer and Nordkapp itself, which must be an amazing spot in good weather. The East coast of Sweden including Uppsala and Stockholm was great but two of the biggest surprises were in Holland and Belgium.

On the last two nights of the trip we decided to stay in B&Bs, the weather was not the best and on the route we were taking there was nowhere to camp. We stayed in the very luxurious B&B in Schoonhoven, a separate new cottage with all mod cons for only \$80. The woman running it had very poor English which we found very strange for Holland and owning a B&B. As we were leaving she asked us if we were going past the "molens, de molens rond". We had no idea what she meant, but yes we have been past windmills and yes we may see some more on the way home. But no, it appears that Schoonhoven is molen ground zero, there are windmills by the acre. Shows how good our research was, just down the road is the second UNESCO site! A piece of Holland exactly as it was in the 16th century i.e. marshland covered in windmills. It seems the plan then, as now, was to find a piece of marsh, put a levy around it, build a windmill to pump the water out of it and then grow your crop in it. The site is amazing with 14 immaculately preserved, and lived in, 16/17th century windmills, but what I found fascinating is that in this old part of Holland the water level is several metres higher than the modern Holland right next to it. A perfect illustration of how much land the Dutch have reclaimed over the centuries.



Tony has a close encounter with polar bear.

After being totally "molened" out we decided to find a place within a two-hour drive of Calais, we had a 10am booking on the Chunnel. We stopped at a tourist info in a very bland Belgian village, the upshot of which is that we were put onto an amazing B&B a couple of kms down the road. We had a couple of hours before we could check in so we went to the local pub for an iced tea and in there found out why the village was so bland. On the walls were photos taken after the First World War, utter devastation. There was a photo of the road outside our window as a series of rubble heaps to the horizon, nothing taller than a man. We were in the middle of the killing fields of the Great War, the fields of Flanders.

So much for our research, again. After our tea we arrived at the B&B, a tastefully restored old farmhouse, Christine our host was still tidying up after a group of Australians visiting the war graves, there was one across the road! She says, "Are you going to Eeps, Eeps it is only 20 mins away". After much confusion then translation and finally clarification, "Eeps" is actually leper, on the road signs it looks like Leper. But "Eeps" is leper home of the Mennen Gate.

Christine asked us if we are going to the service "What service?"

As anyone who knows their history, as we clearly did not, the service is held every evening at 8 to commemorate the war dead specifically the Commonwealth war dead. Last post was sounded, wreaths were laid, a Welsh school choir sung "The Fields of Flanders" and even "Advance Australia Fair", the whole service of 30 mins witnessed by over 300 people was very moving. If you can't make it to the dawn service at Gallipoli this would have to be the next best thing and it is on every night!

Can you make a volvo even uglier?



Morris Minor towing a caravan in Holland





Leaving the Arctic Circle in Sweden



Watch out for reindeer and campervans

The Cars

The 504 diesel is a fantastic touring vehicle and would be the perfect vehicle for Hank's desert trips. The only modification you would need to make is to chuck out the seat and put in some comfortable buckets, the existing bench is one of the most uncomfortable I have ever sat in and would even give a 70's Corolla a run for its money. Air-con might help also (getting soft).

It got up to 40mpg in Norway with the 80km speed limit and good diesel. The average was 36-38 mpg (7-8 litres/100km). The worst was when Gordon and Trevor had a 140kph dash up the motorway to pick up Gordon's insurance, they got about 30mpg which also included some heavy traffic in Rotterdam.

Our car had a problem with the diff from the word go, terrible rattles under no load condition, but gave us no trouble for the 8k km we drove round Europe. It seized 5 miles from Alastair Inglis's place while sight seeing in England (a whole other story).

Considering how under prepared the cars were mechanically, we just bought

them, serviced them and left, they did remarkably well. A few days in a proper workshop with the relevant parts and we would have had no problems at all. Barry and Gordon had adventures when they left us but I will leave it to them to tell the tale.

Comments and observations

The road-works bill must be huge in Norway, everywhere we went the roads were either being repaired or widened but I suppose summer is the only time they can do it.

There is a lot of wide-open space in the arctic and it is bigger than you would think, covered in Birch trees and reindeer are a road hazard.

Every motorhome in the world has an urge to head north in May.

The whole of Scandinavia and especially Norway is in love with Detroit iron and American culture in general. I have never seen so many 60s and 70s yank convertibles in my life as in Norway. Some good, some woeful, but all big.

80% of the motorbikes we saw on the road in Norway were Harleys.

There are Pugs everywhere in Europe mainly small and new. Most cars are hatchbacks or wagons, sedans especially big ones seem to be the minority.

Germany probably has more solar panels than pigs, they are both everywhere. It is not unusual to see a barn with 100-200 panels on top.

Northern Europe is very well organized and forward thinking (renewable energy, farming etc.). Holland is a good model for how people, farming and industry can exist in an increasingly populated world.

England by contrast is living on past glories and does not seem to have any positive vision for the future. Manufacturing is disappearing in droves, with the main export industries music and finance. The traffic is a nightmare.

A smart phone is now an essential travel item for we could not have navigated without it. You still need a good map but even it does not have the detail and will not tell you where you are. In England I downloaded a free map of Europe (1.5gb) so we could navigate without phone coverage. It even told us the way out of the supermarket car park in Germany!

The international global roaming system is a nightmare. If you want to take out a second mortgage Telstra global data roaming will work but by far the cheapest is to buy a new sim in each country (around \$20), such a hassle. The first company to bring out a reasonably priced sim that works in all counties will make a fortune.

All countries have apps for camping sites and they are invaluable. We did find 'Around Us' useful at times but in Norway it did tell us the nearest gas station was in Phoenix Arizona and the nearest coffee shop was in Vienna!

The trip was fantastic but there is no place like home.

View more of Tony and Annie's trip photos in the photo gallery on www.pccv.org

— from Torque.



Below the fog at Nordkapp

Pugalong 2012



Room with a view: The view from the rooms of the Nymboida Coaching Station Inn



Don and Roslyn Pearson

Hi fellow Puggers,
After months of planning and many enjoyable hours of driving (or riding) planning it out, the 2012 Pugalong has been and gone. My idea was to find the hilliest roads with the most corners between the start, Putty and the finish at Casuarina near the Queensland border.

From feedback received, the roads were very suitable to our Peugeotts and those that survived to the end had a great time. Unfortunately the attrition rate was a bit above the normal (only one car didn't make it, but quite a few humans were dropped off along the way.)

Our first disaster was on the day before the event started when John Brumby wanted to know where we all were. Unfortunately he was a day early and we didn't catch up with him until later in the week at one of the waterfalls out of Armidale.



Tea for the tillerman: Brian and Fay Jubb making a cuppa.

Day two had John Hunt turn around, as he was wanted for work. A pity, it would have been good to have John with his 304 along for more of the run, more photos of his and our car would have been good. We had our own small disaster with the little 204 coming to a stop not far out of Bellingen. Oops, we had no petrol but Graeme & Anne Cosier very graciously went and bought some for us. This meant we were soon on our way again and checked into our accommodation at Coffs Harbour.

The next two nights we were booked in to Nymboida and we all made it there successfully.

The following morning we headed off to Ebor for lunch and it was after this stop that the next lot of

troubles began. Graeme and Anne received a call that Graeme's mother had passed away the previous night but the family had been unable to contact him due to lack of phone coverage at Nymboida.

While we were stopped with Graeme, Nigel stopped alongside us and I mean stopped — his car was not going. After a couple of hours the NRMA came and took his car to Dorrigo to be fixed. Not a pretty sight, a 505 on a truck.

When we arrived back at Nymboida, Graham Foster found out that his mother was not well and had to go into hospital so he decided to return home. He left us the following morning and that same morning we noticed that Andrew and Lorraine's car was missing. Andrew had become ill through the night and was admitted to Grafton hospital. At the time of writing this he is in hospital in Newcastle, hopefully getting better.

On Saturday, Nigel took our 407 down to Dungog to get his car. Unfortunately 100km or so after he collected it, it stopped again. He left it at a property near Nymboida. At this stage it is still there — he will be driving up and putting it on a trailer and taking it back to P504 Services to have it fixed.

There were no more mishaps through the

week, thank goodness, but our numbers had been depleted due to unforeseen circumstances. The nine people remaining went out for dinner on the Friday night and decided that we had had a great Pugalong and it was unfortunate about the mishaps.

I think a few more stories and exaggerations will be told at the December meeting. Unfortunately I will not be there to keep them in check.

When we returned home there had been a power surge through the week and that had blown a few of our power packs. We have been in contact with the power supply people and about eighty houses in our area had a similar problem. The energy company will pay for any repairs but not replacement cost, subject to depreciation.

I guess that this happened just to top of the week.

Thanks to those that made the effort to come along. Like us we hope that they all had a great week.

Regards and Happy Pugging,

Great view — but no one's looking!



Museum of Interesting things...





Luxury Pugalong: Doing it tough at the Mantra on Salt Beach



Sunshine, sunburn but no Sunbeam

Marulan Track Day

Helen Louran

WHAT A LUVLY day it was when 35 people arrived at Marulan for our fourth annual track day on October 27.

Everyone had a great day and there was so much sunshine that most people got a bit burnt – new member Bruce Smith who had been topless in his Peugeot 504 cabriolet emailed later that he was "Raccoon loooking from having the top down.

We had our briefing and walk around the circuit ahead of our runs in great weather, unlike last year when we needed umbrellas and rain jackets.

It was good to see a great turnout of Peugeots, with 16 including two juniors, nine cars from the HSRCA, six Renaults, and two Citroëns.

While numbers were slightly down because of clashes with other motor sport events, I was glad to see Jennifer Sherwood take her 2007 Honda on the track, otherwise Pinky in the 206 GTi180 would have been the only woman driver.

Those taking part included Allan McCulloch in his 1998 306 GTi6, Danielle Thorne from Canberra in a 1985 205 GTi, Andrew Brouwer in a 1987 Toyota MR2 Bathurst and of course Peter Lubrano in his 1989 Alfasud Louigi.

In the HSRCA group Dave Durie drove his original 1973 XU1 Torana, but Richard Cardew's Sunbeam was absent as it was out of action – "in pieces", he told me.

Renault's Ted Merewether drove his 2007 RenaultSport Megane, while Andrew Collier was in his famous 1985 R5 Turbo 2 and the Citroëns included Jason Hantos's DS Special and Cameron McGrath's C4 VTS.

Special thanks go to the voluntary instructors from the HSRCA and Renault, to Peter Lubrano, Richard Cardew, Dave Williamson, Graham Henshaw and Eddy Holly for their contributions and help, to our MDTC hosts Garry and Natalie Willmington and their friendly staff. Matt was very kind in instructing the juniors and marshalling.

We have become regular Marulan customers and are working on our next event – possibly for next April.



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The pride of Willoughby

S16 vs GTi6



Simon Craig

AT THE RECENT Marulan Track Day, I was asked to drive Helen Loran and Neale Drennan's 306 S16 and newly-acquired GTi6 back to back on the track – and to rate their performance.

I've never been that comfortable thrashing the snot out of someone else's car and then handing it back (especially as these cars were driven to the track) but Neale was quite insistent. How can anyone refuse an insistent Neale?

The first car that I tested was their white 1994 S16, replete with 2 red racing stripes. Their nephew, Jack Spencer, looks after this car and the car topped the points in the 306 category at July's All French Car Day.

As I made my way to the track entrance, I realised it had been some years since I'd driven a 306 (2004 to be exact) and I worried whether I'd be able to cope with such an "old" car (pathetic, isn't it?).

Of course I needn't have worried. The 306 didn't gain its reputation for nothing. It's an absolute breeze to drive, with the controls all coming to hand nicely and despite a slightly heavier clutch and throttle to what I'm used to these days, a cinch to operate.

I accelerated out on to the track and was immediately deafened. Despite wearing a full-face helmet, the exhaust noise from this car was phenomenal. You can certainly tell that it's a P-plater's car!

I waved a few impatient drivers through as I slowly familiarised myself with the car.

I soon realised that, despite its way too small aftermarket steering wheel, this car is made for the track. It had all the usual wheel in each corner and rear independent trailing arm suspension that I've so missed since waving goodbye to my last 206.

Throwing it into the corners and feeling the tail hang out was an absolute blast and I was soon hurling it through the tight corners on the 1.1km circuit with a big grin on my face.

It had great levels of grip – despite its modest P6000 tyres —and I wasn't missing my 207

GTi's different engine characteristics one bit.

I'd already run a few sessions in my own 207 GTi and I was really enjoying the lighter, more nimble feeling of the S16.

Being on the track, you can keep the S16's XU10J4 2.0 litre naturally aspirated engine in its sweet spot and really have some fun. It just pulls like a train.

All too soon it was the end of the session and I was sad as I pulled off the track and parked the car, but I'm pretty sure I had a big grin plastered on my face as I got out. You just couldn't see it with my helmet on.

It was probably an hour later before I had a chance to drive the other half of the comparison — an Onyx Black N5 version of the 306 GTi6. I think this one was a 2001 model, but I'm not sure. Being relatively new to the Helen and Neale garage, it's not yet sporting any of their individual touches, but I'm sure they have big plans for the car.

I was really looking forward to this. Being a GTi6, it's got the later XU10J4RS motor, which has a modest power and torque increase from a completely different cylinder head. It also was pretty close to original (including a stock steering wheel!) and the interior looked in very good order.

Driving it out on to the track revealed another crucial difference: the exhaust wasn't deafening me and I was able to enjoy that beautiful induction noise from the alloy inlet manifold (the S16 version is black plastic). The engine itself feels and sounds remarkably similar to my old GTi180 motor, despite not having much in common with that engine.

Initially I thought the car was a little dead compared to the S16, though perhaps this was the exhaust factor. After a lap or two, however, I was really enjoying this car and I think the rear end gave a little bit more of the 306's characteristic squirm (passive rear steer in marketing speak) than the earlier car's more solid rear end feel.

On one particular corner I was able to get the back out quite ferociously, which made me think briefly it might be suffering from a worn

rear beam, but I didn't notice any strange noises and it appears to sit quite well on the road when parked.

I settled in and peeled off at least half a dozen good laps around the circuit and the car behaved flawlessly.

Everything about the car was working well, from the steering the engine and the brakes, so perhaps I just needed to spend a little more time warming up the tyres before trying its cornering limits.

All too soon the chequered flag signalled the end of that session and I was forced to bring the car in for a well-earned rest.

What a great car!

When I bought my 306 XT back in 1995 (my first Pug), I so dearly wanted to drive out of that showroom in an S16. Alas, on my newly acquired trade certificate salary, there was no way I could afford to buy one at \$39,000 on the road, so I settled for the XT. I don't regret buying the XT, and despite a motor that exhibited certain truck-like tendencies, it had great bottom end torque compared to my previous Japanese car experience.

Anyway, I'm not sure you're interested in my 306 XT – you want to know which one I think is better out of the GTi6 or the S16, right?

Firstly, I'd like to thank Helen and Neale (and their various family members) for letting me try out the cars. It was a lot of fun.

In the end, it's probably not a fair fight. For a car I'd live with everyday, I'd choose the GTi6, with its more "mature" behaviour and quieter demeanour. You can drive it sedately around the suburbs and then give it some curry in the safe environment of the track.

The S16 was an absolute blast to drive around the track and I enjoyed it very much but really, is owning one of these all about having fun or something else? I was close to awarding the S16 the gong but its noisy exhaust and small steering wheel I couldn't live with.

Perhaps I'll keep the black one for driving around and the white one for blurts around the track.

Born in a bar

Paul Watson

IN 1971 I WAS a cadet journalist with the Sydney Daily Telegraph, which was then owned by Sir Frank Packer's Consolidated Press.

In those days journalists had a well-deserved reputation for drinking before, during and after work. Most Telegraph journos drank in the saloon bar of the King's Head, on the corner of Elizabeth and Park Streets and directly underneath the newspaper office. There was a hotline, so the chief of staff could call us beck to work if necessary.

One of my workmates and drinking partners was Geoff Quayle, who was a Peugeot tragic. One night he gave me a lift home from the pub in his early model 404 (the one with thumb-operated interior door handles) and we enthused about the superiority of the 404 over everything else on the road.

My dad had bought his first 404 in December 1965 and I got my licence on that car on my 17th birthday in 1966, so I had a strong attachment.

But Geoff and his brother Peter, who had been at The Armidale School, had stories of driving flat-out from Armidale to Sydney in the middle of the night, trying to set new land-speed records. It was intoxicating stuff.

Soon I decided that I should trade in my Morris 850 on a 404. Like a fool, I bought the first one I drove, at a shonky establishment called Marque Motors, on Pacific Highway, between Crows Nest and St Leonards. From memory, the main reason I bought it was that as I was driving around the back streets of Wollstonecraft, Margaret Throsby was on 2BL, playing Your Song, by Elton John. How could I not buy a car with that song playing?



Paul Watson with his first 404, 1971

I'm a soft touch in financial matters so I got a friend to do the haggling for me. From memory the 404 was \$1600 and I got a trade-in of \$350 on the Mini. On a return visit to have more banana skins put in the diff (or some other dubious practice) I saw the Mini for sale in the yard, with 20,000 miles wound off the odometer. I should have known what to expect.

Soon after that, Geoff went to see Norm Saville and traded up to a 1970 model, for

which I think he paid \$1800. He certainly got better value for money than I did.

Anyway, Geoff and I would talk and talk and talk about our cars and how great they were, trying unsuccessfully to persuade our colleagues to dump their Mini-Coopers and Monaros and MGs and get into Peugeots.

One day we persuaded another reporter, Bill Holmes, to bring his movie camera along and film us as we drove to Wisemans Ferry and back. Geoff had the idea that this would form the basis of a movie called Last Tangle in Paris. The film still exists.

In mid-1972, Nola and I were visiting relatives in Victoria when News Limited bought the Daily and Sunday Telegraphs from Packer. This meant that Geoff and I moved to Holt Street, Surry Hills. He was still on the daily paper, but I was sub-editing on the Sunday Telegraph.

Eventually, we decided that we should restart the Peugeot Car Club and we contacted Barry Petersen, who was then secretary of the Victorian club. Barry sent us a copy of the PCCV constitution, which we adapted for our own purposes and in December 1972 we put a classified ad under Peugeot in the Motor Vehicles section of

the Saturday Sydney Morning Herald, asking anyone interested in being part of a club to call. That led to a meeting at the Journalists Club in Chalmers Street, Surry Hills, one night in January 1973.

The roll-up was good and the people were enthusiastic. I don't pretend to remember every one who was there, but I can be sure of these: Ian and Elaine Hoole, Brad and Robyn Duffy (daughter of Norm Saville and cousin of Ian Hoole), Jon Marsh, Allan Barrett (brother of Anne Cosier), Phil Palin and his mother Beryl, Warren Orth, Hamish Irving-Bell, Peter and Nan Quayle, Bruce Hogan and Damien Jenkins.

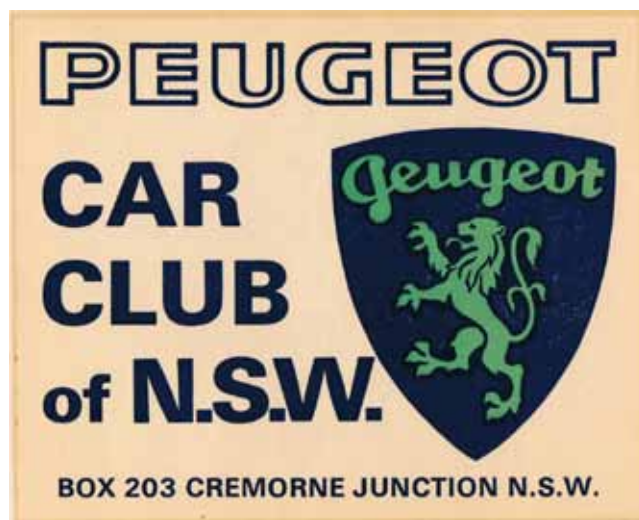
The meeting unanimously voted to adopt the constitution and establish the re-formed club. I was elected president, Geoff became vice-president, Brad Duffy the secretary, Phil Palin the treasurer etc.

The big surprise of the night was the appearance of Jim Lever, who was the last man standing when the original club had died. He had some pre-decimal notes and coins that



constituted the club's wealth, and some car and lapel badges. Jim now lives in Westleigh and has a good collection of photos from the early club days.

The committee would meet at the homes of members, which was fine when it was my family home (at Mosman) or Geoff's (at Cremorne)



The club's original car decal.

but became a bit more of a problem for me when the meetings were hosted by Brad and Robyn Duffy (Greystanes) or John Harding (Bowral). At the first committee meeting we were trying to decide what our magazine should be called and some bright spark came up with The Pugilist. (Fighting lion, Pug ... it's a pun, see?) We also designed a club window sticker, which was made by Selex Decal.

Meetings were held at the Five Dock library and we usually had some sort of Peugeot-related film. Jim Kearns, who was an early member, remembers seeing the film BMC made about the first Armstrong 500, in which the Geoff Russell-David Anderson-Tony Luxton 403 trounced the Austin Lancers and Morris Majors of BMC in Class C.

The inaugural event was a drive to Wisemans Ferry, which attracted 40 people on a very wet February day, many of whom were almost stranded by a flash flood. The March 1973 issue of The Pugilist reports that "Leaving the punt, cars took the Lett Creek Road, with president Paul Watson effecting a vital rearguard action in his leaking 404 to assist stragglers." The main reason the car was leaking was that some numb-nuts had removed the drainage pipes from under the plenum chamber, so the water was just pouring in on our feet.

There was a picnic at Colo in March, with another good turnout of 203s, 403s, 404s and

One of our early events was a motorkhana at Leppington, which was filmed by Bruce and Nola Hogan. It was a great success (Paul Brownlow trounced everyone in his burgundy 403, starting a pattern that was to endure) and set the scene for similar events and even track days in the months to come. We had dinners, movie nights, picnics and drives.

In May there was a wine weekend at McPherson's vineyard at Pokolbin too, which involved a fair amount of silliness. But most of all we had fun, and we were all good friends.

As a sub-editor on the Sunday Telegraph, I worked with the motoring writer, David McKay. He was a lovely fellow, very old-school and professional, as well as being an ace driver. He had rubbished Holdens at one stage and GMH wouldn't give him cars to test, but one of the dealers let him have cars without GMH knowing who it was. But he loved Peugeots. One week he road tested the 504 and gave it a glowing report, so I was able to write the headline 'Peugeot 504, the perfect car?' I also persuaded one of my compositor friends to slip in a small, unpaid ad for the club on the same page. The headline there was 'Peugeot, the French teacher'.

For me, the highlight of 1973 was the October long weekend trip to Albury, for a meeting with Barry Petersen and other members of the Victorian club. Bruce Hogan shot a colour film of this event, which included a drive around the Hume Weir circuit and a motorkhana. I will write more about that weekend in a later article.

Nola and I had been married a couple of weeks before and the weekend marked the end of our honeymoon. By this time I had passed on my 404 to my dad and had bought a good 403 from Len Palin (we had the crazy notion that we were going to sail to Denmark on a cargo ship and tour Europe.). Not long before the Albury trip, I was sitting at the lights in Mowbray Road Chatswood, waiting to turn right onto Pacific Highway. There was a woman in front of me in a Holden EH, who had entered the intersection and was waiting to turn. She panicked when the lights turned red and decided that she should reverse quickly into my car, rather than turning and going forward.

The Holden squashed the driver's side guard, mangled the front panel and bent the grille. This is where the Bent Grille Award had its inception.

Soon after we were married we decided that the idea of a trip to Europe was folly and I sold the 403 to a friend at work, who proceeded to park it in a No Standing zone outside the office every day and amassed hundreds of parking fines. He also had a fire under the dash, which marked the end of a good 403. I bought a fully imported 1967 404 from British & Continental Cars in Haberfield for \$1450.

In March 1974 I was asked to try out for a job as editor of The Armidale Express. This was an offer too good to refuse and I jumped at the opportunity. Nola and I moved all our possessions, including our black-and-white cat called Possum, in one trip in the 404 and settled in to enjoy life on the New England Tablelands.

Ian Hoole took over as president and I found a new role, organising occasional club events in the Armidale region. I also met up with Jim Brear, who had a 403 and later updated to the



THE PUGILIST

*journal of the
peugeot car club of nsw*

VOLUME ONE, NO. 1

MARCH 1973

Greetings from the Pugilist! This is the first issue of the Club's monthly journal, and we, the committee hope you like it. Space precludes any letters to the editor from prolific letter writers, so any suggestions you may like to make may be made direct to your friendly local committee member. In future, we plan to print on yellow foolscap to bring the Peugeot colours into full prominence, and eventually, if the economics allow, to print photos. In the meantime, the odd drawing will have to suffice. The Pugilist will be distributed monthly to all paid up members - so, to all those who haven't dusted their chequebooks, please to do so. Remember, it goes to the Club and ultimately benefits you.

THE WISEMAN'S FERRY INAUGURAL

Twelve Peugeots full of intrepid barbecuers rolled up to the Wiseman's Ferry Inn on February 11. The rain arrived too, and it was decided to remain within the confines of the Lounge Bar (sic) until the rain passed. A dubious decision. First on the scene was stalwart Warren Orth, committeeman and redoubtable owner of the immaculate 404 truck. He was later joined by the inmates of a bedraggled maroon 403, followed closely by Secretary Brad Duffy and wife, complete with 404 and golf sticks. Brad said he needed practice 'out of the sand' - he got it, but not with a sand iron. By 12 pm, 40 members decided to leave the other drunken yokels, and arrived en masse at the Eastern Ferry, and proceeded to drive the ferrymaster insane by insisting that no other vehicle but a Peugeot would be allowed on board with them. The club photographer, armed with his Brownie Flashmatic adjusted his non adjustable lense to record the event, broke the camera and resigned the position to Mr. Peter Quayle, who possessed a superior Brownie Flashmatic Mark 11/A. The ferrymaster retired glowering to brood on a cigarette under the no smoking sign. Leaving the



punt, cars took the Letts Creek Road, with President Paul Watson effecting a vital rear-guard action in his leaking 404 to assist staggers. The road to St. Albans was treacherous and slippery, and all drivers later remarked favourably on the superior handling qualities

/2

Page one of the first edition of the Pugilist

403B that I now hold in trust.

The only aggravation I've had with the club was in 1975, when Jim and I decided to organise a New England weekend, based on Uralla, where we lived, but because of an oversight the event was not mentioned in The Pugilist. So Jim and I put together a mag called The New England Pugilist, which we mailed to all club members at our own expense, to the embarrassment of some committee members. The weekend was a success.

After that I had little active participation in the club, as we moved to Melbourne in 1979, but I did attend the 10th and 30th anniversary parties, and now the 40th anniversary is with us.

And to think it all began in a bar.



Some of the cars at the Colo picnic in 1973.



Display pics

Simon Craig

There have been several car shows recently and here are some shots from the Highlands Motorfest in Burradoo on the 28 October, supplied by Rob Turner, who is one of our Southern Highlands members.

The other car show was the ACT All French Car Day in Canberra, which I attended on 3 November.



Pug pairs: note the open boot on the 306 Cabriolet



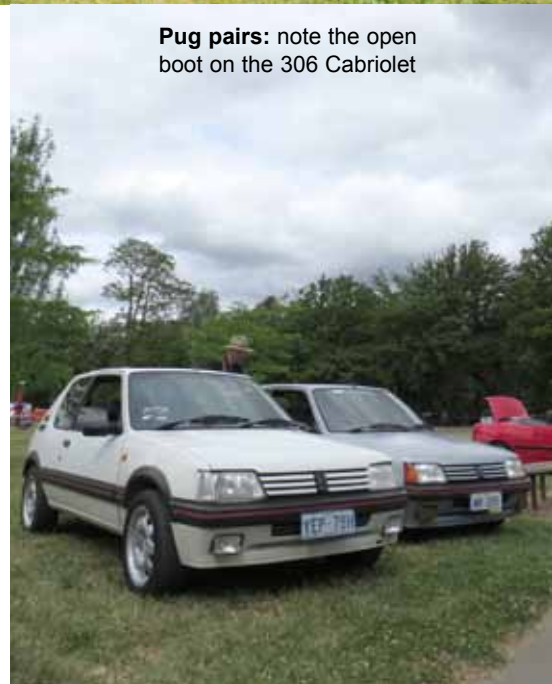
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Peter Wilson and Paul Playoust

IT WAS LOVE at first sight when Bruce Gregory saw a photo of a Facel Vega HK500 in a book in 1961 and he set his heart on getting such a grand and powerful machine.

However, it took several decades to realise his dream and acquire one.

Then it took another nine years to return it to the magnificence of its original celebrity appeal as a luxurious, powerful and exclusive European grand tourer.

The quest involved some heartbreak, considerable expense and fanatical craftsmanship before it was restored to a similar condition to when it was originally sold by a New York specialist in prestige and exotic cars.

It was supposedly delivered new as an elegant gift for the mistress of the King of Morocco in 1958, though Bruce has not been

able to verify this.

When club concours judge Steve Palocz saw the gleaming black Facel Vega arrive at this year's All French Car Day, he realised immediately it was a 99 per cent car that should be in the final.

It was another proud moment for Bruce when the Facel Vega won the Best French Car Trophy.

With his outstanding car dominating the floor at the November club meeting, Bruce explained how he and Perth motoring writer Paul Brand were the only two Australian members of l'Amicale Facel Vega.

Industrialist Jean Daninos had coachbuilt Bentleys with his Facel company in Paris and decided to build his own grand tourer with French and American influences and a lumping Chrysler V8.

The model still has a respected following in Europe, the UK and the US, and, he had not realised, there are about a dozen in the country, most recent projects in progress.

Bruce told how he had bought his new motoring love over the phone, unseen except for some photographs, from a seller in Victoria

The mistress would love it again

with a shed full of cars.

As a US-sourced car it had been improved with Rolls-Royce power steering.

The Facel Vega was not going and, sadly, when it arrived he realised that like any mail order bride, it had been made up to look good for the photos.

Imagine his disappointment that a strip of rust fell out when he opened a door, that the bonnet had sledgehammer gashes in it from an attempt to get access to an electrical fire under the dashboard and that the salted icy roads of Virginia had left the car a rusty hulk!

Bruce took it to Rob Maclauchlan, of Central Automotive Restoration Service, who looked after his cars, and the long-time restorer declared it was the worst he had ever encountered.

Nevertheless, Rob set to work on a body-off rescue.

Many of the lower panels required replacement, which Rob did by hand. He had a number of goes at reforming the bonnet before he was satisfied with the result. Much of the brightwork he manufactured.

The front grille was in poor condition but luckily undamaged so he dismantled each section, filed down and straightened the edges, then had it anodised. The fluted wheel covers,



were in very poor condition and he cut down, replaced and repolished the outer sections to exacting standards.

Some replacement parts were obtained from a collector in the Netherlands who had cornered the remaining factory stock. Other parts were painstakingly manufactured.

The attention to original fine detail is remarkable, inside and outside. The interior was reupholstered in red Connolly hide to the same pattern as the original.

Rob's son, who works with him, did the paint job.

There are photographs of the progress in restoration as well as his other successes, including a Vauxhall 30/98 that received a complete body rebuild, on Rob's website at www.centralautore restoration.com.

Bruce can justifiably be proud of his beautiful machine and it's been suggested it would be one of the best in the world.



Ten grand for a 504

Thirty-five years ago

1977 Renault Australia prices Peugeot 504 sedans at \$10,000 – that's a rise of \$6,500 since 1970. The car has gained a larger capacity engine, more power, higher fuel consumption, recessed door handles, carpeted boot and more local content over the years.

Look, there's TV motoring guru Peter Wherrett driving his personal Peugeot 504.

Brad Duffy meets Kodak Porsche star John Latham in a Pug 504, trailering his racer to gigs with a huge load of racing tyres. He tried a Range Rover, a Falcon and others and reckons the 504, 120,000 miles later, is best for the job. No police questions about his load, of course – they've gotta catch him.

become apparent with the ravages of time.

Twenty years ago

1992

Nineteen Pugs among French cars visiting Max Houston's resto shop where a 1926 Peugeot 163 with Bahrain plates is the centrepiece.

"This has poke," Chris Deligny reports after a fang in a four-speed manual Peugeot 604.

Versatility: From this photograph of the Peugeot 203, the cover lines suggested, you wouldn't necessarily pick it as the winner of the inaugural Redex Round Australia Trial. But the 203 combined elegance, comfort, excellent cruising and precise handling with remarkable robustness. In real terms it was the performance four of the early '50s.

The Goodwins acquire Jack Perrin's dark blue 1960 Peugeot 403. In Port Moresby, it had an ignition knob instead of a key and was reported stolen when the owner of an identical Pug drove it away by mistake.

Fifteen years ago

1997

The NRMA declares the Peugeot 406 SV the best luxury car under \$55,000 while member Craig Bourner admits almost crying with excitement when he took delivery of his.

Bob Wright, touring Scotland with Norma, was mistaken for a Frenchman in his F-plated Peugeot 106. "Bonjour. Je m'appelle Bob et je suis Australien," he told the bloke.

Ten years ago

2002 When proud owners parked three Pug 203s side by side at the Worm Weekend, Peter Flanagan floored them by saying he had once owned all three cars.

Drive.com.au rings The Pugilist to get a file



Rally Australia: Marcus Grönholm among the gum trees in 2002.

of a marvellous TV ad, Le Sculpteur, showing a young Indian reshaping his Hindustan Ambassador with a little help from an elephant's into a cool clone of a Peugeot 206.

Nothing riles our club helpline Anne Cosier more than getting a dope with a technical problem insisting on talking to a bloke. Especially as she has just fixed a clutch and a radiator.

Five years ago

2007

The 7th Northern Rivers Peugeot Christmas party was held and an Amaze "n" time was had by all. Teams battled to reach the centre of a maze and collect their prizes.



Hard top: The owner of this Peugeot 403 cabriolet fashioned a nifty hardtop to keep out the rain back in 2002. Wouldn't it be great if, on a sunny day, he could pop it into the boot with the touch of a button?

Long time friend and mechanic of the club, Peter Portelli, passes away. Peter had a passion for pugs.

Rendezvous Victoria, a national gathering of 206s from all parts of Australia, was run over three days in rural Victoria, finishing up at the gold town of Walhalla, in the Gippsland region.

Wal Glading tells of his aborted Self Drive holiday in France, after wife Pat broke her leg..



Thirty years ago

1982 Graeme Cosier and handy-with-a-spanner Anne will list their phone number for Peugeot Car Club inquiries and help calls.

Robyn Duffy and Bill Hayes are selling an as-new charcoal grey 1959/60 Peugeot 403 station wagon with only 14,000 miles up and six years with the Saville family. Already \$5,000 offered.

Dennis Rogan, of Miranda, restores a \$100 Peugeot 203 to original condition because the model was the first car he owned. In three years, he's removed and replaced every nut and bolt, redone the trim and painted it a gleaming midnight blue. It's Original – not a Pug 403 part in it, Dennis declares.

Twenty-five years ago

1987 Technical articles and tips from Victoria's mag Torque make up a 144-page booklet, costing \$8. Clever solutions to problems in different model Pugs that have

Chatathon: Why look at cars when there are so many friends to catch up with? A scene from a call on the 2002 Worm Weekend.



Can a new Pug go the distance of old-timers?

Peter Wilson

How's this for cheek in this year's London-to-Brighton veteran car run?

A wonderful pride of 17 veteran Peugeots had braved torrential rain and chilly winds to take part.

Not one had a windscreen, some had brollies and only four had tonneau covers for shelter so the annual test of stamina for the machines over the distance was also a test of resolve for the crews and their oilskins against the elements.

Past London, the rain eased and as the long procession of cars slowed to tackle Hammer Hill, near Cuckfield, Sussex, a wally in the comfort of a modern Peugeot swished past the old-timers just as a press photographer took a picture.

That snap of the Pug beside a stoic Nick Whittaker and his almost frozen companion in a 1904 two-banger Panhard et Levassor two-seater was widely used.

What a shame the driver was not snapped beside one of the old Pugs that had been lovingly prepared for this outing.

Still, it symbolised the longevity of the French firms, Peugeot with 200 years plus and Panhard, turning out military vehicles these days after starting in furniture 172 years ago.

However, we were able to find a close-up of Mike Hall grinning in a 5hp 1903 Peugeot two-seater as it topped that hill with the top folded down to improve wind resistance.

This year the Peugeot entries were all UK-owned, ranging in age from two 1898 models to four Pugs from 1904. There were none from Australia and the Europeans must have been wary of the weather.

Patrick Cabavara's 1898 6hp vis-à-vis was fresh from scoring the award for most original/unrestored veteran at the pre-event concours.

Organisers had hoped more than 500 veterans would take part, but the weather reduced the field at Hyde Park to 449, including five late entries of eligible cars purchased at a Bonhams auction the previous day.

Seventy-seven vehicles dropped out along the 106km route to Brighton with technical problems.

Thanks to improved fuel and better automotive know how, particularly when looking after vehicles older than 98 years, the attrition rate was considerably better than the first run, when only 14 of the 33 starters made it to the seaside in a celebration of the emancipation of motoring.

Thousands of spectators and brollies lined the route as the cars passed at speeds up to 20 km/h.

First at the finish was Ian Moore in an 1899 Panhard et Levassor, 3 hr 20 min after the run was flagged away at 7am.

Michael Dougherty steered his 1902 Wolseley through puddles because he reck-

oned a soaking was always good for its big wooden wheels, but other drivers tried to miss them.

The Panhards were out in force with a total of 35 entries.

Pink Floyd's Nick Mason finished his 27th run in his 1901 seven-litre Panhard et Levassor Roi-des-Belges while Sir Stirling Moss and his wife were passengers enjoying a gentle pace in a 1903 Panhard. Moss acknowledged it "takes a lot of skill and concentration to steer one of these old cars to the finish".

Derek Payne, from Brisbane, was



last across the finish line at 16:38pm in a 1901 De Dion Bouton belonging to his boss, Professor Clive Palmer, overcoming many breakdowns along the way. The car will be flown home and fixed up for a better run next year.

Clive's wife Anna was in his other French car – a pristine two-seater 1900 Decauville – with chief mechanic Dylan Higgins. It powered home with the leading pack, thanks to a zippy 8hp engine.

The two veterans are part of a vintage car museum being put together at the Palmer Coolum resort where the golfers can bounce their shots off the tyrannosaurus rex.

Don't let it be said there is no value in French cars. The top price for a veteran at the Bonhams sale was US\$360,500 paid for a 24hp 1904 Delaunay et Clayette 4A tonneau from Orleans while the oldest surviving Vauxhall, a restored 1903 model built for the managing director and in one family since 1904, sold for £94,460.



For sale

206 XRS 2003 model, silver, 2.5-sp manual. APH14W. Car is in very good condition. This is a limited edition and came in 3-door with the 1.6 engine, blue cloth seats, rear spoiler, GTi-style 14 inch wheels, XM1 tyres are about 50% left. Car has done 111,000 km, and is registered until Nov 2013. It is currently due for a cam belt change. Always garaged, gets under 6l/100km, serviced at PQ. Genuine reason for sale: got a

207 instead. \$3,600ono. Car is in Beacon Hill. Chris Deligny 0412 306 504, cdeligny@hotmail.com

405, 1989, rego to March, 2013, looking for \$1,000. Deborah, Central Coast, 0416 206 623, deb-sea@bigpond.net.au

405 Mi16 1995 Series II. Maroon, 2.0-litre, runs very well, excellent brakes and performance, top tyres. Service records available. Selling because of health issues. Reg to Jan 2013. \$2,700. David Bean, Maardi, near Wyong. 02 4353 0312

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 20 JANUARY 2013. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

505 SR wagon, 7 seater, 1983, auto, 360,000km, rego to August 2013. Body good, low compression in 1 cylinder; reg AQ 52 FG, \$1,000 ono, Keith, Dapto, 02 4261 5803

Parts

205 GTi 14" wheels x 5, including 185 65 14 Michelin Curtis Tyres (just legal) \$50 the lot, Philip, Berowra, 0412 131 337, philipchallinor@yahoo.com

Member badges

Jon Marsh

THE CLUB is pleased to award badges to the following members who have notched up ten years or twenty years of continuous membership:

The total number of ten year badges awarded since 1983 is an incredible 309 and twenty year badges 115!

It wasn't a roo

A 19-year-old driver swerving to avoid a deer that ran out in front of his red Peugeot on the B2110 in West Essex drove into a tree.

The man and his woman passenger, also 19, were trapped in the car with injuries that required hospital treatment and it took rescuers nearly two hours to free them and recover the vehicle.

Busted in a 206

The June long weekend was the wrong time for a P-plater to rush along the Hume Highway.

Goulburn police nabbed a 20-year-old woman travelling in a Peugeot 206 hatch at nearly 70km/h over the limit near Mittagong on June 7.

She was clocked at 159km/h about 9.40pm and fined \$1,915 for travelling at faster than 45km/h over the 90km/h posted limit, the Canberra Times reported.

Ten Year badges

Timothy Arnot

John Stanfield

James & Josephine Woolley

Keith Cornish

Ian Dyball

Ann Wolfson

Wyoming

Boolambayte

Warners Bay

Armidale

Hallidays Point

Surry Hills

20 Year badges

Glen Meacham

Mark Arbuz

Trevor Everest

Charlie Cutajar

Sam Walker

Doug Smith

Wagga

Roseville

Casino

Greystanes

Forster

Berowra Heights

Pug promotion

JONATHAN GOODMAN has been appointed Executive Vice-President, Corporate Communications of PSA Peugeot Citroën effective 1 November 2012 to replace Caroline Mille-Langlois, who is retiring.

He will report to Philippe Varin, Chairman of the Managing Board.

Mr Goodman, 48, holds an Honours degree in Politics from Newcastle University. He began working for the Group in 1986 when he joined the Peugeot subsidiary in the UK.

He served, in particular, as UK Director of Corporate Communications and External Relations from 2005 to 2007, Managing Director of Peugeot's subsidiary in Belgium from 2007 to 2009, Managing Director of Peugeot Motor Company Limited in the UK and, since October 2011, Director of Media Relations.



Jonathan Goodman

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Library update

Brendan Fitzpatrick

THANKS TO everyone who has returned books to the library. However, the following books are still missing:

203 Mechanical Parts catalogue
203 Workshop Manual
205 Haynes Workshop Manual
403 Sheet Metal Parts Catalogue
403 Parts Catalogue
403 Mechanical Spares Catalogue
403 Workshop Manual—Technical Documentation
403 Workshop Manual—Jaeger Coupler Manual

If you have any of these, could you please let me know. You can contact me via email at jessbren@bigpond.net.au



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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
Dominelli Prestige	Sales Showroom	139 Princes Highway	ARNCLIFFE	NSW 2205	02 9335 9100
	Service & Parts	Anne Street	ARNCLIFFE	NSW 2205	02 9335 9220
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 51721100
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	BERSEKER	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	BUNDAHERG	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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