

# the pugilist

Magazine of the  
Peugeot Car Club  
of NSW Inc

February 2013

***40th  
Anniversary  
Edition***



## REGISTER NOW FOR THE ANNUAL EASTER PEUGEOT PAGEANT



**T**HE 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.

## Old-fashioned country service



## Your Peugeot diesel specialist

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



PEUGEOT  
MOTION & EMOTION

**TAMWORTH CITY PRESTIGE**, 11-15 East Street, Tamworth 2340

Telephone (02) 6766 5008

Fax (02) 6766 8243

Mike Woods, Sales Manager

0428 490 823

mike@tamworthcityprestige.com.au

Lucas Holloway, Sales Consultant

0437 771 534

lucas@tamworthcityprestige.com.au







**K**ONNICHIIWA fellow puggers and welcome to the first 2013 edition of the Pugilist.

While the pages of this magazine may have a familiar look to them, I can assure you the editing environment is very unfamiliar to me.

I'm writing this piece from a hotel room in frosty Tokyo.

Just prior to Christmas I was asked if I would be able to work here for 6 weeks to relieve another engineer who had to return to

Sydney for family reasons. Before I could blink I found myself flying up here on Boxing Day and, as of this issue going to press, have been stationed here ever since, transiting Qantas' daily 747 and two Jetstar A330s every evening.

As some of you will know, Christmas and January in Japan is the depths of winter and daytime temps are in the range of 4-8°C, with night temps down to -8°C at this stage.

Don't worry about me though, I'm quite happy to be missing the best part of an Aussie summer, I can assure you, but being out on the tarmac with a strong breeze at night time has at times been a little uncomfortable.

Peugeots are not the most prolific brand in Japan, but imagine my delight when I discovered a Peugeot dealer just around the corner from my hotel at Narita.

Inside are the latest models from Peugeot. Though there doesn't appear to be any mention of the 508 in this particular showroom, the 208 is very prominent (and is featured as the cover photo this month), along with a 308 Touring and an RCZ.

They have both a 4 door 208 in red and the current range-topping 3 door 208 Allure Sport, resplendent in white. I spent quite a bit of time in the driver's seat of the showroom's Allure Sport and I can report that it's a very nicely laid-out cabin.

Yesterday I drove past on the way to work and they had a 206 GTi180 looking in very good condition in the used car section.

On my travels around Narita and in Tokyo on my time off I've

seen plenty of Peugeots too — the oldest being the diminutive 106 (a model we never received in Australia), to a 1007 (with the electric sliding side doors), a 306 or two and plenty of 206, 307 and 308 models of all types.

The pick of the French spotting would have to be a green late model LHD 406 Coupé (complete with "406" number plates, which I'm sure were no coincidence) and a very expensive-looking Citroën C6.

I've seen the occasional Renault Clio and Citroën Xsara, but the Peugeot presence definitely outweighs the others by a considerable margin.

Now, if I can produce a magazine from 7,821km away in Tokyo, why can't we find someone local who's willing to take on some of the club secretary role?

### The cover

**The new 208 has made it to Japan. The editor snapped this pic while based near Tokyo's Narita Airport.**

Picture: Simon Craig

### Inside this issue

President's report	page 4
Club Diary	page 5
Peugeots return to Bathurst	page 7
Club information	page 8
Peugeot News	page 9
Phil & Thierry mayhem	page 12
Tracing the original PCC of NSW	page 14
Peugeot Motorsport	page 18
2008 pictures emerge	page 20
A 403 bakkie gets a new life	page 22
The 405 Coupé	page 25
Peugeot heros	page 26
Memory Lane	page 28
In the workshop	page 29
Private Parts	page 30





# Changing face of Peugeot in Europe

Ross Berghofer

**W**ELCOME TO 2013 another year of fabulous club activities.

Of course, it is not a new club year – that is after the club's annual general meeting each year during August.

Already the committee has quite a few events planned, commencing with a visit to the Australian Motorlife Museum at Kembla Grange, but followed up by 40th anniversary

celebrations at Parramatta.

My thanks go to Anne and Graeme Cosier for organising this event, everything from the venue, the menu, the guests and encouraging members to attend.

Sandra and I look forward to attending and meeting and catching up with members and their friends.

We were overseas for five weeks and I missed the November and December club meetings.



## A Peugeot 301 at a dealer in Prague

I am told that Bruce Knowling presented a wonderful documentary of his Sydney's backyard week. I would have liked to have seen it, but too bad for me.

While I was overseas in Europe naturally I kept an eye out for anything Peugeot.

The most noticeable thing compared with my previous trip in 2009 is that in 2012 Peugeot taxis are in decline. The Skoda Octavia is the taxi driver's choice these days, with a sprinkling of other marques.

When we were in Amsterdam it snowed overnight, so here is a picture of your president standing next to a 206 covered in snow and ice. By the way, the 206 is quite common in Europe.

But in Prague I saw a lovely Peugeot 301 – aimed at emerging markets. A lovely car with a boot to boot. Check it out on the Peugeot.com website. It is unlikely to be manufactured in right hand drive.

I am informed that in future models with xx1 will be low spec compared with models ending in xxx8 etc, that will be high spec models.

In other news, the Morris Minor Picnic Club is organising a fun drive in memory of Ted De Lissa and their Trevor French.

Of course, we claim Ted as ours due to his long commitment to the Peugeot marque and his service to the club. Anyway, the run is on 21 April, so keep an eye out for more details.

## Motorlife Museum – 10 February.

Please let me know via email if you plan to visit to the Motorlife Museum at Kembla Grange on Sunday 10 February so that I can expect you there.

Club member and official at the museum, Keith Gaymor, told me that a bridge on Darkes Road is closed, therefore those travelling from Sydney will need to divert off the freeway at the first exit, Northcliffe Drive, and then find the old Princes Highway and drive down that to Darkes Road.

Please check with your map or GPS before you leave home to determine the best route to take. See ya there.

## Ted and Trevor Day — 21 April

A mystery run requiring your wits and a picnic lunch to remember Trevor and Ted who we lost last year, organised by the Morris Minor Picnic club.

A lot of fun and a must for every club member. More information to come, but it will be mystery run finishing at a location for a picnic lunch.



Ross looking cool next to a 206 covered in snow in Amsterdam, near Leidseplein

# SEE EUROPE in the new 5008

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



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

**DriveAway  
Holidays**  
*Your road to freedom*  
ABN 67 137 041 912 Lic No 21A 6087

# Hawks Nest Motorfest

Saturday, 9 March

**Simon Craig**

**T**HE 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



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

# Australian Motorlife Museum

Sunday, 10 Feb

**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](http://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](http://www.portleagues.com.au)

## NSW Motorkhana

Round	Date	Location	Surface	Club	Contact	Number
1	Sun 24th February	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434 983 035
2	Sun 24th March	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434 983 035
3	Sun 5th May	Nirimba	Tarmac	Mini Car Club	Ron Adlam	0427 043 854
4	Sun 28th July	Nirimba	Tarmac	Thornleigh Car Club	Andrew Crowley	0421 334 426
5	Sun 8th September	Nirimba	Tarmac	Renault Car Club	Bob Sprague	0414 670 320
6	Sun 10th November	Ansell Park	Dirt	Fiat Car Club of NSW	Glenn Smith	0415 345 208

## OASIS

Wed, 6 Feb

**Peter Wilson**

**C**lub members are welcome to join the Oasis Run to the Sydney Tramway Museum on Wednesday, 6 February and to check out Sydney trams as they used to be.

It's a chance to clean the cobwebs from your heritage car or have an outing in your favourite Pug before the first club meeting of the year.

The plan is to meet organiser Reg Short at Maccas, at River Road, Revesby, for a 10 am departure.

Entry to the museum is \$12 for seniors or \$16 per adult.

Unlimited rides on a tram will be followed by lunch at the Engadine R.S.L. at 12.45.

**Simon Craig**

**Y**es it's a new year and that means it's a new set of rounds in the NSW Motorkhana series.

Kicking off with a couple of dirt rounds at Newcastle's Awaba circuit, the championship then heads for three rounds on the tarmac at Nirimba TAFE in Western Sydney, before head-

ing to Ansell Park for the final round on dirt.

Veteran pugger Robert Rigg is as experienced as they come and regularly competes in these events. Why not bend his ear and see what you need to compete for a round or two, or the whole shebang?

You don't need to spend a lot to compete (a CAMS L2NS licence is the minimum requirement) and it's a lot of low speed fun.

## Club diary

**Wed, 6 February**

OASIS Run to Sydney Tramway Museum.

**Wed, 6 February**

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

**Saturday, 9 February**

Gnoo Blas Show. Orange.

**Sunday, 10 February**

Australian Motorlife Museum. Meet there at 10am

**9-10 February**

Bathurst 12 hour. Watch the RCZs compete.

**Wed 13 February**

Committee Meeting, Parramatta RSL, 8pm.

**Sunday, 24 February**

NSW Motorkhana round 1, Awaba

**Wed, 6 March**

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

**Saturday, 9 March**

Hawks Nest Motorfest, Hawks Nest

**Wed 13 March**

Committee Meeting, Parramatta RSL, 8pm.

**Sunday, 24 March**

NSW Motorkhana, round 2, Awaba

**29 March-1 April**

Peugeot Pageant, Wadonga, Victoria.

**Wed, 3 April**

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

**Wed 10 April**

Committee Meeting, Parramatta RSL, 8pm.



# Bay to Bermagui run

12—14 July

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](http://www.cvmce.org.au) for info and an application form.



## Gnoo Blas hits 60

Saturday, 9 February

THE historic Gnoo Blas racing circuit at Orange – scene of Australia's first 100 mph lap – will hit 60 this month with a big celebration.

Some 300 cars will be displayed at the Gnoo Blas Classic Car Show at Jack Brabham Park in the centre of the old track on Saturday, 9 February, a swag of racing personalities will star at the enthusiasts' dinner that night and on the Sunday there will be a short drive and a pre-packed picnic lunch.

The club has received an invitation to the event. The show has a \$10 entry and 10 award categories. The dinner is \$45 and bookings close on February 4. Sunday lunch is another \$8.

Entries and cheques to Gnoo Blas Classic Car Club, Box 2521, Orange 2800, inquiries Denis Gregory 02 6362 2840 or 0417 445 426, [denisgregory@bigpond.com](mailto:denisgregory@bigpond.com).

The Gnoo Blas track opened as an official community project in January 1953 with a Saturday motorcycle meeting and a Monday

car meeting.

The circuit's milestones include the first international sanctioned meeting in Australia, the first South Pacific Championship series for racing, sports and sedan cars and the first Australian Touring Car championship.

Most of Australia's best drivers competed there. Jack Brabham began his road racing career at Gnoo Blas and held the lap record of more than 102mph up to the last meeting in 1961.

Other drivers who raced on Gnoo Blas included Bob Jane (Maserati), Stan Jones (Maybach), Prince Bira of Siam (Maserati), internationals Peter Whitehead and Tony Gaze (Ferraris), New Zealanders Fred Zambucca (Maserati) and John McMillan (Alfa Romeo), Alex Mildren (Cooper Climax), Ted Gray (Tornado), Doug Whiteford (Maserati), Tom Sulman (Aston Martin), Leo and Ian Geoghegan (Holdens and Jaguars), Des West, Arnold Glass,



Paul Samuels, Max Stewart, Jack Myers and Len Lukey.

Over the years some Peugeot club members have raced on the circuit.

Zambucca and McMillan set the first 100mph lap (2m 15s) in Australia at Gnoo Blas at the 1954 Easter meeting.

The Gnoo Blas club has about 40 members, meets in a local pub and has monthly runs on the third Sunday.



**ALSO NOW IN SYDNEY**

## EUROPEAN AUTO IMPORTS

**Parts for Peugeot, Renault, Citroën and Alfa Romeo**

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

<b>321 Middleborough Rd</b> <b>Box Hill VIC 3128</b> <b>Ph: (03) 9899 6683</b> <b>Fax: (03) 9890 2856</b>	<b>Unit 3/10 Pioneer Ave</b> <b>Thornleigh NSW 2120</b> <b>Ph: (02) 9481 8400</b> <b>Fax: (02) 9484 1900</b>
<a href="mailto:eai@eai.net.au">eai@eai.net.au</a>	<a href="http://www.eai.net.au">www.eai.net.au</a>

## Interlude Tours

### Interlude Tours 2012

Celebrating 30 years of fully escorted small group tours.

### Interlude in Europe

Interlude Tours director Jeanette Savage is finalising another great European tour itinerary to tempt small group travellers.

Full details will be available at the end on January.

Departures Sep 2013 and/or May 2014

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

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

## RCZ twins at Bathurst 12 hour

Team Peugeot RCZ has confirmed it will enter two RCZs in the upcoming Liqui-Moly Bathurst 12 hour race in February.

Peugeot is no stranger to the mountain having raced there in 1992 with two hastily-prepared 405 M16s driven by Peter Brock, Neil Crompton and a few other local stars.

The weekend of 8-10 February, 2013 will be the home of Australia's international endurance race and Peugeot Sport will be the only factory-based team taking part on the mountain.

The lead car will be driven by French drivers Stephane Caillet, Julien Rueflin and local driver Jason Bright.

The second car will be piloted by French driver Bruce Jouanny, with local drivers David Wall and Andrew Jones completing the line up.

"Peugeot has a long history of involvement in motorsport and we are keen to rebuild

that DNA in the brand," said Peugeot Automobiles Australia General Manager Bill Gillespie.

"An event like the Bathurst 12-hour is a great toe in the water in Australia as it shows off the racing capability of the RCZ but also reinforces the reliability of the cars as well."

The two cars will be powered by a new version of the 1.6-litre turbocharged four-cylinder petrol engine producing 190kW @ 6500rpm, 290Nm @ 3500-5500rpm.

The suspension has been modified, an additional fuel tank allows 100 litres of fuel to be carried and a modification has been made to the aerodynamics of the vehicle.

This choice of technology allows among other things an overall weight reduction of



120kg and so a more even weight distribution.

This new RCZ has been developed over the past two years for circuit racing and more particularly sprint racing such as the RCZ Racing Cup, which started in September 2012.

The RCZs will compete in the new Invitational Class (I1) for cars up to 1600cc.

The opening round of the 2013 Australian GT Championship will also be incorporated into the Bathurst 12 Hour.

Australian GT will conduct a one-hour race within the Bathurst 12 Hour race itself, commencing at the beginning of the enduro and ending at the end of the first hour.

Cars entered for only the Australian GT round will then return to pit lane whilst 12 Hour competitors continue on for a further 11 hours of racing.

Australian GT one-hour competitors will compete in two of the three 12 Hour practice sessions and one of the two nominated qualifying sessions on Saturday.

More information about the Bathurst 12 Hour can be found at [www.bathurst12hour.com.au](http://www.bathurst12hour.com.au)

**9-10 Feb**



## Dominelli Prestige



Your Southern Sydney  
Peugeot dealership



PEUGEOT

MOTION & EMOTION



PEUGEOT

MOTION & EMOTION

**ARNCLIFFE  
SALES CENTRE,**  
139 Princess Highway  
Arncliffe NSW 2205  
Ph 02 9335 9100  
[sales@dominelliprestige.com.au](mailto:sales@dominelliprestige.com.au)

**ARNCLIFFE  
SERVICE CENTRE**  
1 Ann Street  
Arncliffe NSW 2205  
Ph 02 9335 9100  
[service@dominelliprestige.com.au](mailto:service@dominelliprestige.com.au)

**SUTHERLAND  
SERVICE CENTRE**  
53-57 Waratah Street  
Kirawee NSW 2232  
Ph 02 9545 9090  
[service@dominelliprestige.com.au](mailto:service@dominelliprestige.com.au)

**DOMINELLI  
PRESTIGE**  
PART OF THE DOMINELLI GROUP

[www.dominelliprestige.com.au](http://www.dominelliprestige.com.au)



The Peugeot Car Club of New South Wales Inc – now 40 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

Editor Simon Craig 02 9630 9668  
0414 968 267  
simonc@pobox.com

• Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799.

03 5966 2373.

• **Ad deadline is Tue, 19 February.**

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, 28 February.

## Who are ya gonna call?

#### President

Ross Berghofer 9747 2745  
rberghof@bigpond.net.au

#### Vice-president

Graeme Cosier 9456 1697  
berowra61@froggy.com.au  
Membership secretary  
awaiting a volunteer

#### Treasurer

Con Engel 0428 406 505  
conengel@gmail.com

#### Editor and webmaster

Simon Craig 9630 9668  
simonc@pobox.com

#### Committee

Peter Wilson 9331 4159  
peterwi@zip.com.au  
Anne Cosier 9456 1697  
berowra61@froggy.com.au  
Paul Pracy 9807 6427

#### Mark Donnachie

donnos1@optusnet.com.au  
Steve Palocz 0409 504 604  
emailstevev6@yahoo.com.au  
Auditor Rick Watkins.

#### Historic vehicle registrar

Ian Robinson 0458 207 064  
Steve Palocz 0409 504 604

#### nswhistoricplates@peugeotclub.asn.au

#### Social director

Grahame Foster  
foz407@westnet.com.au

#### Sporting director

Helen Loran 0413 594 792  
helenandneale1@optusnet.com.au  
Assistants

- Merchandise awaiting a volunteer
- Video library, Steve Palocz
- General inquiries Anne Cosier, 9456 1697

• Library books, Brendan Fitzpatrick  
jessbren@bigpond.net.au

• Badges, Jon Marsh 9627 3828  
jonmarsh@tpg.com.au

#### Registrars

Members' inquiries only, please  
203 Rob Oakman 9623 2526  
205 Anthony Musson

0428 352 310  
206 Simon Craig 9630 9668  
306, 405 Philip Challinor

9456 2989  
403 Gavin Ward 4441 1232  
404, 504, 604 Steve Palocz,  
0409 504 604

406 Greg Lock Lee 9150 9984  
504 diesel, Henry Hendriksen,  
6355 1805

505 Keith Plummer 6363 1619  
605 Robert Rigg 9683 5445

#### Regional contacts:

Northern Rivers: Harry Witham  
6628 0679 ah

jenniferwitham@hotmail.com  
New England/NW: Jim & Pat Brear  
0429 428 700

jbrear@coamas.com.au  
Central west: Roger Petheram,  
6884 7852  
rp6239@gmail.com

Southern Highlands:

New Regional contact wanted

## P. Q. AUTOMOTIVE MAINTENANCE

**5 Smith Street,  
Willoughby 2068  
PHONE 9882 3215**

**Peugeot factory trained  
technicians**

Fuel injection servicing

All mechanical repairs

Pre-purchase inspections

Parts and accessories supplied

**PEUGEOT CLUB MEMBERS MOST WELCOME**

We think we give pretty good discounts on service and parts

**The pride of Willoughby**





# Peugeot holds off the tailgater



**Peter Wilson**

**P**EUGEOT RETAINED ITS place as Australia's leading French marque during the sales boom of 2012, but it only just held off tailgating from a resurgent Renault.

After another disappointing December tally, Peugeot finished the year with 5,071 new car registrations in a national market that expanded 10.3 per cent on 2011 to a new record of 1,112,032 new passenger vehicles.

November Peugeot sales of 453 were level with the previous November while December's 291 was an improvement on the previous December's 252.

Peugeot introduced two important new models to its huge range but they were too late in the year to have much impact on the final result.

The extensive local reportage of the Peugeot group crisis in France may have been discouraging to buyers and with the south-eastern gap in Sydney dealerships taking a while to plug, sales were down on the 5,220 units in 2011.

Despite this, Peugeot moved up a place to No 22 on the national leaderboard, 304 units behind Volvo, and it could boast a model that was resisting a trend.

This was the industry's surprise hit – the Peugeot 508 – and it achieved strong sales of 1,085 units, taking it to No. 7 on the large car sales chart.

Demand for large cars continued to decline with the segment-leading Commodore dropping 10,000 in sales to 30,532 and the Ford Falcon also down 25 per cent to 14,036.

Nudged along with TV ads, including on cable, the 508 triumphed over the Mercedes E class, which was down 25 per cent on 2011. Several other prestige models also dropped in sales.

Introduced in 2011 with supply hiccups, the 508 found 1,370 new owners by the end of the year. Though Peugeot Automobiles Australia has said supplies of the model are no longer a problem, dealers have indicated it is harder to get hold of the premium GT model.

Meanwhile, Renault had a bumper December and proclaimed a record year, closing its gap behind Peugeot to just 60 units. Two models were ranked No 20 in their classes, the Megane in the small car segment and the Latitude in medium cars.

Renault expanded its dealer network and promotion. Its result of 5,011 deliveries was a 38 per cent increase in 12 months and took its position from No 25 last year to No. 23.

Citroën had a great year, helped with outgoing distributor Ateco slashing prices to clear

No. 36 to 1,702 at No. 27 and ahead of makes including Ssangyong, Fiat, Porsche, Chrysler, Jaguar and Chery.

Sime Darby has not said anything yet about bringing the group vehicle logistics under one roof.

Big changes have been taking place in the market and some luxury brands lost ground or did not match the industry trend.

Opel arrived with stated ambitions of achieving a respected position like that of Peugeot. Despite heavy promotion its models failed to match the popularity they enjoyed with Holden badges and the part year total was 541 sales from its limited dealerships.

Assisted by offers of low finance on new cars, buyers have been snapping up small cars and the Mazda3 was Australia's most popular model, with the Corolla not far behind.

The record demand for bulked-up cars with high driving positions saw the SUV segment increase its market share to 27.5 per cent and, as shopping car parks and school collection streets indicate, the category is second only to passenger cars (51.9 per cent).

Peugeot has been a late starter in this class, possibly hoping the French would be more sensible, but has added steadily to its range, with the new 2008 crossover to arrive in October to join the Japan-sourced 4007, which will be available on long runout, the 3008 from France and the 4008 from Japan.

In contrast to Renaults' popular Korean-built Koleos, the 4008 doesn't have a diesel. However, the lack of a Gallic oil-burning engine has not stopped the first club member from acquiring a 4008 and Paris reported that the 4008 is doing well in Russia, another market to get early supplies.

Automobiles Peugeot reported the launch of the 208 globally was successful. At home, at 66,368 units it was second in numbers to the Renault Clio 3, which led with 87,194 sales or 4.6 per cent of the market. However, if the 206 Plus, 207 and 208 figures are combined, the Clio gap is only 3,000 units.

In December, the 208 was the best seller in France.

A total of 221,000 Peugeot 208s were sold across the globe and the company said the three-cylinder petrol engine and the diesel had added to its sales dynamic.

In Australia, the 208 is ticking the right Peugeot boxes and members are starting to buy the model.

Although four Peugeot GTi models have been sold here since the 205 GTi, the 208 GTi, arriving in July, has appeared on at least two

stocks before passing on the baton. Its sales rose from 1,415 units in 2011 at

lists of the most important Australian releases of 2013.

The depressed European market hit the Peugeot group hard, with demand in the 30 countries down 8.6 per cent. Trade sources said the PSA market share narrowed to 11.7 per cent from 12.5 per cent a year earlier.

Global sales of Peugeots and Citroëns took a tremendous hit – down 16.5 per cent to 2,965,000 units. A major factor was the suspension of CKD units to Iran, which lost an estimated 333,000 sales. After a production gap, Peugeot's partner, producer Iran Khodro, began in December to make its own components for 206s.

The company said its sales outside Europe were now 38 per cent of its total, up from 33 per cent in 2011, and it aims to achieve 50 per cent by 2015.

Sales were up 10.1 per cent in Russia, 7.2 per cent in China and 5.6 per cent in South America and the growth is expected to continue.

The Peugeot brand retained its No. 4 place in Europe with 279,000 sales and global sales were 1,700,000 units, down almost a fifth.

Peugeots are hot in Malaysia where it has become the country's second best-selling European brand with a 19 per cent market share and the Malaysian Peugeot 408 – a 308 stretched with a boot – will be shipped to Australia this year.

Electric car sales bombed, but the diesel hybrids continued to do well and achieved 221,000 European sales of several models.

Peugeot said premium vehicles made up a fifth of new vehicle orders. The company was driving its upmarket strategy with the launch this year of the Peugeot 208 GTi, 208 XY and 2008 and the Citroën DS3 Cabrio.

In 2012, the group maintained its position as the European leader in carbon reduction, with corporate average emissions of 122.9 g/km of CO<sub>2</sub> versus 127.5 g/km in 2011. This performance exceeds the 130g/km target set by Brussels for 2015.

It said 38.1% of group vehicles sold in Europe emit less than 111 g/km of CO<sub>2</sub>, versus 30.3% in 2011.



**H**elp us celebrate. Everything is set to make a great day of it to mark the 40th anniversary of our Peugeot Car Club.

Plans have been made for a memorable celebration with a lunch-time lion-up of members' Peugeots, an afternoon display and a special anniversary dinner on Saturday, February 23.

All it needs is for you and everyone else to come along with your polished Peugeots and your partner, perhaps some photos and, of course, your best club stories to take part.

A central venue has been booked – the Parramatta Workers Club – so we can have everything in the one place and its facilities will be available all afternoon.

### THE PLANS

For the lion-up starting at 12:30 pm we have negotiated sole use of a former bowling green where we can park our Peugeots. Let's see how many different models we can get together. Lunch and refreshments at the club are at your expense and air conditioning is free.

For the dinner at 6:30 pm for a 7 pm start, we have booked a club function room and have made a cracker of a deal for a three-course meal for the reasonable price of \$40.

It should be a fun night, with good food, entertainment and with people coming from all parts of the country there will be many memories tapped and plenty of opportunities to catch up.

Expect to see people who haven't been near the club for many years.

Warren Brown – Daily Telegraph cartoonist, former Pugilist editor, transcontinental adventurer and general car nut – will entertain us as guest speaker.

Come help make it as memorable as that rollicking night at Drummoyne 10 years when we celebrated the club's 30th. Presentations will be made to our foundation members of their special 40-year lapel badges. Some members of the original 1950s/60s NSW Peugeot club have



**Collected presidents:** From left, Jon Marsh, Tim Cunningham, Jenny Toyer, Peter Boorman, Ian Robinson, John Geremin, Steve Palocz, Ross Berghofer and Paul Watson at the 2003 wingding.

# Celebrating 40 great club years

indicated they will attend.

So if you haven't booked yet, please do it soon. The deadline for names and numbers is February 17.

Anne Cosier on 9456 1697 or 0418 203 195 is handling all inquiries.

### BOOKINGS

You can pay a deposit of \$20 a person or make an immediate full payment of \$40 a person. Either send a cheque, payable to Peugeot Car Club of NSW Inc, with your details to the club address or transfer the money to the club bank account.

Post your payment to the club at PO Box 404, Gladesville NSW 1675. Please do not post cash.

Your internet transfer should be to:

Peugeot Car Club of NSW

BSB 082 352

Account 03583 8284

Then 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.

You can pay by direct deposit at any National Australia Bank or by an internet transfer. Include your names and "PCC 40th on the deposit form so we can identify the source.

### THE VENUE

The Workers Parramatta Club is on the corner of George and Purchase Streets (on the Rosehill side of Parramatta). Enter from either street, but George St is one way to the east.

Do try to make it – and make sure your Peugeot friends are coming too, to create a great puggy atmosphere.

# Redex Rerun Update

**Graham Wallis**

**T**he event activity schedule is presently being set up, below is where we are at at the moment. More to come! Fewer organised activities once we get into the Outback, but made up for by the tourist attractions you may otherwise have not been in a position to experience.

- Event start at Maitland City Bowling club with dinner, Round Australia Trial guru Hal Moloney will be organising a display of photos including some of 203s, recently come to light. Hal will also tell us of his time spent with Ken Tubman.
- The start location at Inverell will be at the Transport Museum, including breakfast. This will be publicised to the general public.
- Motorkhana at Millmerran.
- Economy run between Dalby and Bundaberg, we are also hoping to again visit the magnificent Citroen collection in Gayndah.
- Motorkhana at Bundaberg Showgrounds.
- Lunchstop and tour at historic Mt Morgan.
- Stockmans Hall of Fame at Longreach.
- Breakfast, tour at Qantas Museum

Longreach, photo opportunity next to their 747 and 707.

- Waltzing Matilda Centre at Winton.
- Walkabout Creek Hotel, McKinley.
- Mary Kathleen Town site and museum in Cloncurry.
- Range of activities in Mt Isa - Rest day 1.
- Camooweal Drover's Camp.
- Renner Springs lagoon
- Mataranka Hot Springs
- Cutta Cutta Caves tour.
- Adelaide River Station Museum
- Dinner at Darwin Vehicle restorers Club, original Qantas Hangar in Darwin.
- Rest day 2 in Darwin, many activities.
- Economy Run from Adelaide River to Pine Creek via old Stuart Highway.
- Daly Waters Pub
- Telegraph Station at Tennant Creek, Tuxworth Fullwood House.
- Devil's Marbles.
- Lunch at Transport Hall of Fame Alice Springs
- Motorkhana at Arunga Park
- Uluru via King's Canyon or the Highways.
- Rest day 3 at Uluru.

- Breakaways near Coober Pedy
- Woomera Tour
- Special lunch in Barossa Valley, rest day 4.
- Motorkhana at Walky Park.
- Navigational Road event in Victorian Goldfields.
- Visit and public display at Shepparton Motor Museum.
- Motorkhana at Albury.
- Stopover in Canberra.
- Travel via original 1953 "Horror Stage" near Marulan.
- Final Dinner in Sydney.

We will have more to tell in the new year, particularly in regards to sponsorship and publicity. Contact Graham Wallis 0429 939 619 ewal7731@bigpond.net.au





# Club Member Badges

Jon Marsh

OVER THE CHRISTMAS break we have been pleased to award thirty year membership badges to four very deserving Club members.

They are Ken Boston of Casino, Bill Hunter of Stoney Chute (near Lismore), Cal Makin "The Peugeot freak from Meroo Creek" (near Mudgee) and Robert Lions from Killara.

Also, ten and twenty year badges have

been sent to Geoff Lawley in Narara.

Geoff joined the Club in the very early days, July 1973, but had two breaks in membership before rejoining in 1992 and remaining financial since.

This situation confuses the Club's computer system and Geoff had "slipped through the cracks" and not been awarded his badges when due.

Luckily he emailed me querying this and we have made good the omission.

Jon Marsh

I AM READING Ray Martin's autobiography, "Stories of my Life" at the moment and was delighted to read that he was a Pug driver back in the mid-sixties when he was working for ABC Radio.

To quote from chapter 5: "My first radio shift was 6am till 2pm.

"That meant crawling out of bed at 4.30 and coaxing my faithful Peugeot 203 rust bucket to chug 30 km across Sydney to the Forbes Street studios on the seedy fringe of Kings Cross.

"I must admit the old grey Pug's starter handle saved my fledgling radio career a number of times."

As I get further into Ray Martin's book I find that he had more Pugs!

By 1968 Ray was living in Canberra with his fiancée Dianne and was driving a 403 that had replaced his seized-up 203.

"Although a few years newer, the French-made reliability-trial winner had neither a heat-

## Ray saved by his crank handle

er nor a radio," he said.

"That guaranteed our Sydney-Canberra safaris were cold and quiet."

After their wedding Ray and Dianne decided they couldn't face another ACT winter without a car heater or a radio, so they negotiated a loan from the bank to buy their first new vehicle, a Peugeot 404.

A week after they picked it up, Ray was told he'd been appointed as the ABC's North America correspondent, so they had to sell the car!

It was 10 years after covering big news events before he returned to Australia and launched 60 Minutes for the Nine Network.



## Barbers plan bike tours

Peter Wilson

DENNIS AND DORELLE Barber have enjoyed their motor cycle touring holidays in North America so much that they've decided to leave the Peugeot collection at home in Toowoomba again and go into the conducted tour business.

So they won't be in this year's rerun.

They have clocking up more than 22,000 miles each on BMW bikes, touring from California to Alaska and east through Canada

and through the US south and spending a lot of time in national parks/

While in Sydney for an

interview at the US Consulate, Dennis said they would be based in Atlanta and would take Australians on rides along the Appalachians and the northeast using a range of hired bikes, including BMW, Harley, Honda and Triumph.

Most of the conducted rides for tourists in the US are on the famous Route 66 in the west. Dennis regards that as a boring trip, as does David Bean, as it traverses a sparsely inhabited desert-type landscape about the size of Western Australia.

Dennis found the best rides were through the mountain country in the northeast. The roads are great and avoid the big cities and the scenery is outstanding, he said.

The Tour of the Dragon involves 318 curves in 11 miles, Hwy 13 is also known as Moonshiner and other rides include the Snake and Blue Ridge Parkway.

Another attraction is the huge Barber Motor Cycle Museum, in a five-storey steel and glass building in Alabama next to its race track where it hosts vintage sports car meetings.

Dennis said days could be spent viewing the historic collection. Some 600 historic bikes are on display at a time from a collection of 3,000. Plus

there is a big Lotus range.

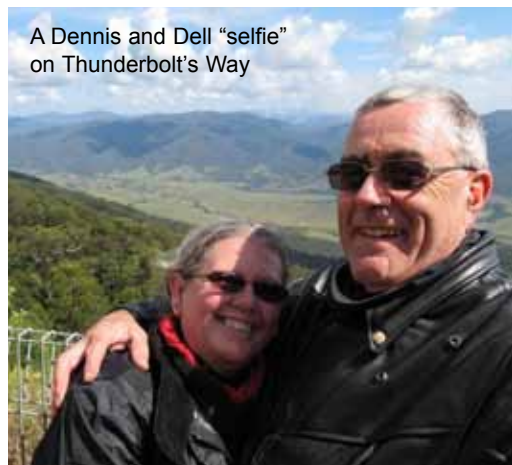
Their comfy base will be a 72,000-mile 10-metre motor home with an auto 7.4-litre Chevy block that they bought for US\$7,500 on their last trip.

The tours link is [www.aumates.com](http://www.aumates.com), the travel blog is [www.offexploring.com/ozdog/](http://www.offexploring.com/ozdog/) blog and the museum is:

<http://barbermuseum.org>



Dennis kitted up for his Russian adventure



A Dennis and Dell "selfie" on Thunderbolt's Way





**Thierry and his mates:** From left, Ros, Thierry Peugeot, Phil, Marika and Noel and Ian.

# Mr Peugeot puts squeeze on Phil

**Peter Wilson**

**I**T SEEMS ONLY ONE man in the world could do it. Thierry Peugeot, the amiable head of the mighty Peugeot empire, accomplished what had long been thought impossible.

At an international gathering of Peugeot enthusiasts, he demonstrated a sure-fire way of silencing the Victorian club's Phil Torode.

Thierry, the family patriarch, chairman of the supervisory board of the Peugeot group and a passionate former head of l'Aventure Peugeot, accomplished this in a few seconds without saying a word.

It's only now that details of what happened during the 2012 International Peugeot Meeting

at Lahnstein, on the Rhine near Koblenz, are emerging.

Phil's recollection of the incident is vague though he expressed admiration for his new French buddy.

Phil is one of the friendliest, dedicated guys in the club movement. He has owned and loved many Peugeots, he takes part in and helps organise sporting events, and has done so much that he's a life member.

Once he dons his trademark blue jacket – it's covered in so many badges from past events that it's said to be as thick and cosy as a fur coat – it's hard to stop him talking because he has so many wonderful experiences to share and opinions to offer.

Phil and his partner Ros were at their second Peugeot meet in Europe, having already attended one in Slovenia.

He must have made a great impression because when Peugeot Deutschland heard he was coming again from Australia, they put out the welcome mat.

Melanie Hippler, whose job is Presse- und Mitarbeiterveranstaltungen (which means she looks after the old timers), had a Peugeot 308 ready for them to use.

Thomas Schalberger, director of marketing and involved with Peugeot Amicale, was there with a Peugeot 302 Eclipse and insisted that Phil and Ros join his family for lunch at the do.

People everywhere invited them to inspect their cars.

And so, at the event's final dinner, Phil, Ros and the other visitors from beyond Europe, were invited to the podium for a special presentation.

The guests included Noel and Marika Addison from Hobart (with a 308 hire car) and Ian Loubser from Cape Town (best known here as the owner of the 505 Dangel that featured on our magazine cover last year).

Phil took charge. He started talking. He can't remember exactly what he said in an "upfront" Australian manner, but it was gratitude about "borrowing his mate's car".

His French mate Thierry roared with laughter and put his arm around Phil.

Phil understood. He became quiet.

Thierry, a regular with his family at the events, and usually there in the museum's 601 limousine, is familiar with Australians.

At Sochaux in 2000, he translated the speeches in French for his companions, Gordon Miller and Graham Lewis. He did not put his arm around Gordon.

**Thierry's wheels:** If you look carefully in the mudguard, you may see the reflection of Phil snapping the bodywork of this magnificent Peugeot 601 from the museum collection.





## Beating the Pug thieves

Murray Knight

SOME YEARS AGO, when my two boys were learning to drive under strict CAMS rules at Club Motorkhanas, that is from the age of about 12, (Stuart will be 40 in May — shudder) and Todd will be 37 in February (double shudder), I fitted a kill switch to the 404 (the car Val and I went to Young in).

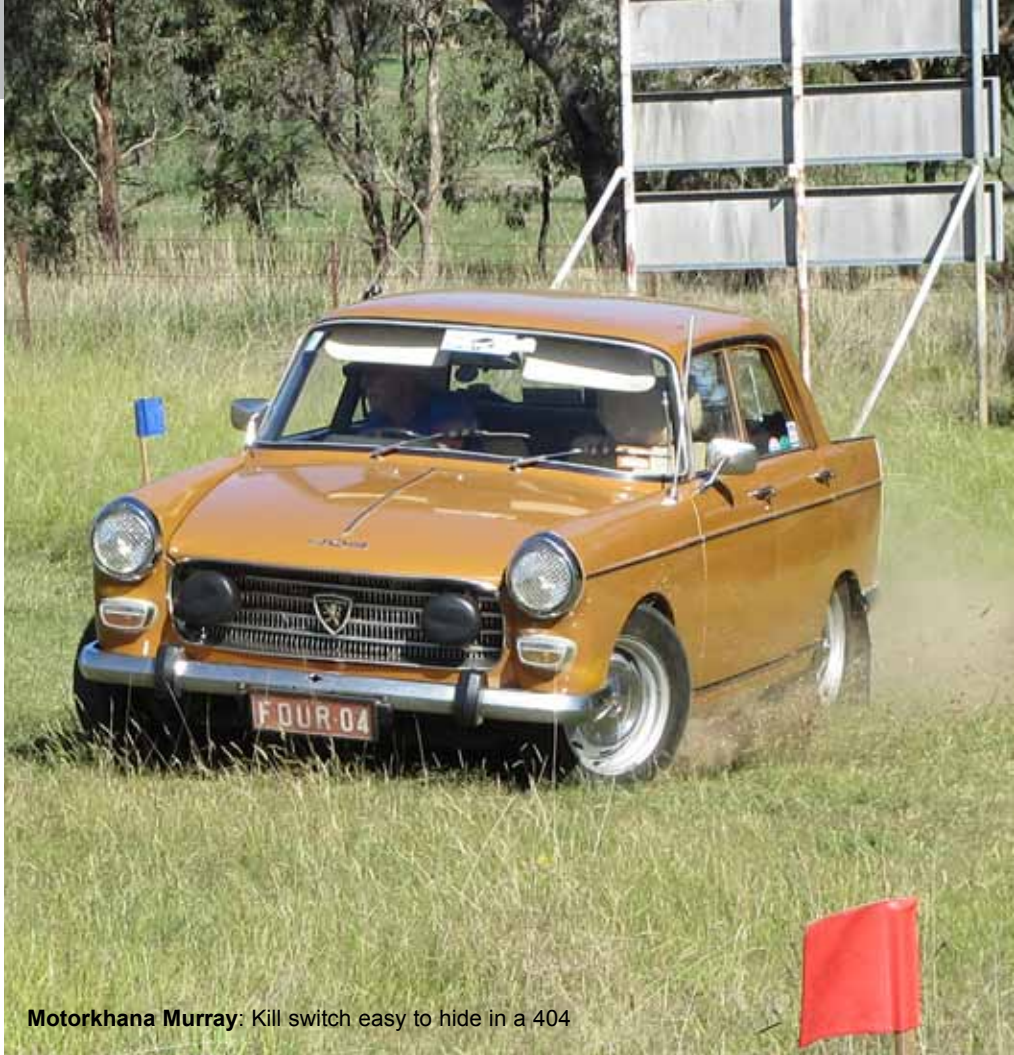
It was an added safety device just in case they got out off control in a motorkhana test.

Luckily, both proved more than competent drivers from a very early age and the kill switch was never needed, although we did test it out periodically.

I also used this as an anti-theft device and it worked! Every time we use the car, I switch the kill switch to off.

Telling a story or two against myself, when the car has been left in the garage for more than a week or so, I always turn the bloody thing to off. There have been times when I have forgotten about the kill switch, and of course the car won't start. After five minutes of tracing why no spark etc, the bloody penny has dropped!

It's easier to hide a kill switch in a 404/504 than perhaps a more modern car, but it is certainly worth a try.



Motorkhana Murray: Kill switch easy to hide in a 404



Radar beater: An injected 404 coupé is a Lion model that has eluded a more powerful Ford LTD.

Mike Tippett

IT WAS 1981 and my daily driver was a silver 1967 Peugeot 404 Coupé with Kugelfischer fuel injection.

I had 180HR15 Michelin XAS tyres on it, and the larger diameter made the top end a bit higher. It would do a tick over 110 genuine mph at 6,000rpm in fourth, with those tyres.

One night, after visiting a friend in West Vancouver, when I drove home to North Vancouver on the 90km/h Upper Levels Highway (freeway) I decided to open her up.

I entered the highway at Caulfeild (not a

typo) and got her up to top whack in about a minute.

About 1km west of the Cypress Bowl interchange there was a cop in his Ford LTD pursuit car sitting with his lights off at a low point in the road, which I noticed well after my 175km/h was up on his radar unit.

I quickly did some math in my head and realised that his pursuit car would take so long to get up to speed (the LTDs were slow) that if I kept the right foot buried, I would be more than 1.5km ahead of him when he hit the same speed.

So I did. Then I turned off on 22nd street

## Steady does it in police chase

and wound my way down to Marine Drive and drove over to North Van that way, at the speed limit. There was no roadblock (which I was half-expecting).

No doubt this guy would have had no idea what kind of car it was (very rare), the licence plate or anything.

I often wonder whether he told his colleagues at the West Vancouver PD about this “Ferrari” or whatever that blew by.

A year or two later, all the local cops and the RCMP started getting Ford Mustang 5.0 litre pursuit cars, because the regular patrol cars were too slow to catch a 1600cc old French car at speed! Ha!

I had a really good laugh over that one, it was certainly a rush. That car sure was a good one.

The 404 Coupé Injection I have now is a restoration project but I am sure I will do the tonne and better in her one day too.

— Mike runs the Peugeot 404 global register from Vancouver Island.



# The early years of the club

Bill Cooke's 403 at Catalina. Jim Lever collection

Paul Watson delves into the archives — both paper and brain matter — to bring us some lost history from the original Peugeot Car Club of NSW.

## Paul Watson

**T**HE NSW CLUB probably started about the time of the first Redex Trial in 1954, although Peter Wilson contends that it might have been as early as 1952. It must have grown quickly because within a few years it was thriving.

The first evidence of the club's existence that I have seen is a report of the club's 1955 600-mile (970km) trial, published in *Annual Automobile Review*.

The author was Peter Antill, himself a noted race and rally driver, and competitors included 1953 Redex winner Ken Tubman (who was a winner again), and 1955 Redex star Carl Kennedy. Various other Redex competitors took part as well. Of the 22 entrants in the 600-mile trial, 10 were 203s.

Keith Bridge from Nowra has given me a copy of the PCCNSW's *Monthly Bulletin* from August 1957, which says the club's president was Clive Hutchison of 26 Arthur Street, Homebush, phone UM8753. (As you will see below, he was still president in October 1959.)

The secretary was R.A. Bainbridge of Lidcombe and the treasurer was M. Street.

As well as two vice-presidents, four members of the general committee, a club captain, magazine editor and CCMC delegate, there was a ladies' auxiliary committee of five.

The ladies were organising the third annual ball, to be held at the Sheridan, Oxford Street, on 25 September 1957 (or 20 September, if you read further into the mag). Tickets were two pounds and five shillings a double.

The same issue, printed on a Roneo or Gestetner stencil duplicator, reported that at its meeting held at the Petersham Town Hall on 6 August, the committee voted to support up to six orphanages or children's homes. The issue was to be voted on at the AGM on 1 October.

And there was more big news: the committee was planning to buy a typewriter and change the name of the *Monthly Bulletin* to *Worm Drive*.

The ladies' navigational trial was coming up on the first Sunday in September and some "blues" were expected (presumably between husbands and wives). The trial was to start from Cecil Pierce's Peugeot dealership at Gordon at 10am and would cover 80 miles (126km) of good roads. You would need a copy of Gregory's 100 Miles Around Sydney and don't forget your steaks etc for the barbecue at the finish.

The President's Night Trial was to be held on 28-29 September and a good field was expected. It was to start from Thomsons Corner at Pennant Hills, at 4pm. Again, Gregory's 100 Miles Around Sydney was required, and you had to bring water and food. It would be covering 250 miles of gravel and bitumen roads and the entry fee was a guinea (one pound and one shilling).

The Wollongong Sporting Car Club had invited Pug club members to its Legacy Car Trial on 8 September and there was a first prize of 103 pounds, with 25 pounds for first novice and a special prize for the best performance by a Peugeot. Entries were limited to 300!

The trophy for the 1956 President's Trial

had been presented to Allen Harrison at the previous general meeting. Other trophy winners were:

- Observation Trial May 1957, Jack Dunk first; Jack Shaw and R. Newman equal second; Jim Braddock third.
- 400 Mile Trial June 1957, Jack De Saxe and Ron Swaker first; Erwin Goodwin and Bede McNab second; Bert Hobson and Bob Connor third. Spark plugs were awarded to Ken Bridgen (fourth), Jack Dunk (fifth) and Jack Mullins (sixth).
- Motorkhana July 1957, Barry Shinfield first; Charlie Smith second; Ken Brigden and Geoff McAleer equal third. Spark plugs were awarded to Dick Roberts (fourth), Bob McMonigle (fifth); Phil McRedie (sixth) and John Furnell (seventh).
- Concours d'Elegance 1957, Jim Braddock first; W. Davies second; Norm Shaw and R. Shaw equal third.

A special Visitors' Trophy was awarded to Jack Mullins of the Renault Car Club for his sterling effort in the July motorkhana at Camden. The club's newly acquired stopwatches had been kept busy all day – timing to a tenth of a second.

Would R. Newman please contact the Hon. Sec. about his trophy?

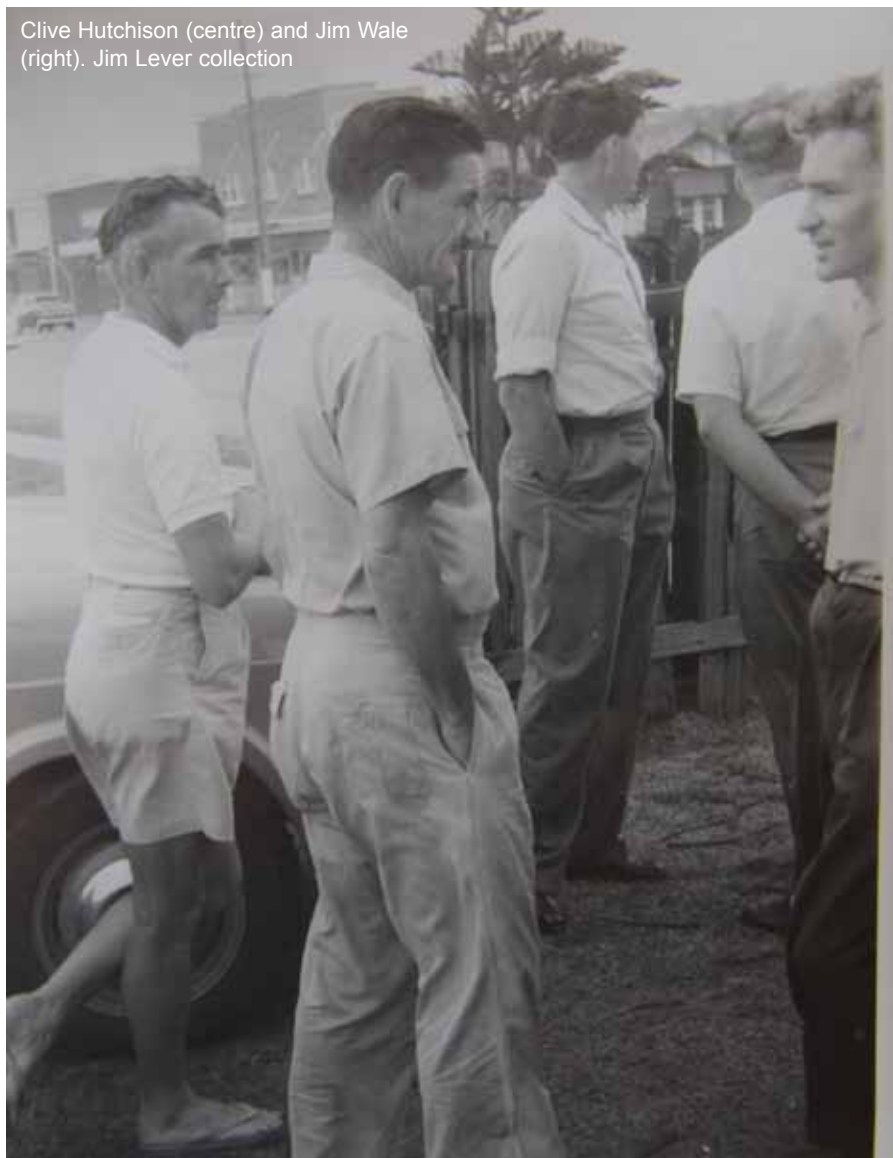
Car badges were available for 25 shillings. Other club merchandise included lapel badges, name badges, key rings and club pennants.

The magazine had the second instalment of *Ten Points in Speed Tuning*, but the author was not named.

The gossip column wished Charlie Smith well in his assault on the 10,000 mile (16,200km) Mobilgas Rally and the president's



Clive Hutchison (centre) and Jim Wale (right). Jim Lever collection



column said Charlie had recently swapped his potent Fiat 1100 for a 403.

President Clive also confessed that he had missed the recent concours because he had taken "two full days to overhaul my poor over-worked gearbox".

He said the daughter of another member had suggested that his blown 203 made so much noise that it should be put to use as a forerunner to fire engines, to save them having to use their sirens. "I've coupled up the air cleaner now, so it only sounds like a teeny-weeny fire engine. He thanked M. Trenthardt for the loan of the blower. "Gee it makes a difference, no trouble at traffic lights, no anti-Holden complex, 25 miles per gallon, wonderful acceleration. It doesn't seem to have a top speed, just seems to keep going faster and faster, still 80-odd is still fast enough to race the Stork or catch the Hearse." Clive then goes on: "The Wasp, one of the fastest speed boats in Australia, uses a Peugeot. Motor and we've got a lot of dope about that too from the Melbourne boys.

"Speed fans, I believe Keith Williams and Bob Holden competed in the Broken Hill hill climb on 28th July, but I haven't heard the results yet." (Bob Holden has a story about that Broken Hill event, which will be told elsewhere. The results of the 10-lap 1958 South Pacific Sedan Car Championship at Gnoo Blas, Orange, show Keith Williams being placed sixth in this 203.)

Clive also referred to the club looking for a

block of land to build a clubhouse. "We're not making much headway with the Railway over the parcel of land the Hon. Sec and I have had our eyes on."

The Worm Drive issue of February 1958 refers to the Opening Rally, held in January, in which 13 cars took part. One of those was driven by new member Jim Lever, who is still in touch with PCC members in 2013. The morning section of the rally involved an observation and treasure hunt, followed by lunch at Bobbin Head, then an afternoon signpost trial. The winner was Reg Petty.

Also reported in February 1958 was Records Day, which involved timed runs on the sand at Seven Mile Beach, near Gerringong. Among the 23 competitors were Bill Cooke (in a Triumph TR3), Gary Cooke (son of Bill), Cecil Smith, Peter Orr, Norm Saville, Ken Brigden, Cecil Pierce, Jim Lever and Keith Bridge. Many of the 203s competing in the event had been bored out or fitted with 403 engines.

"Peter Orr has fitted a standard Peugeot 403 motor in his 1951 Peugeot 203. No modifications were necessary, except carburettor linkage."

The same mag reported that the number of 403s in the club was starting to swell, and "the crystal ball tips a new 403 station wagon soon".

The Challenge Motorkhana was set down for 16 March at the Hollywood Pleasure Grounds, Lansdown. The event was to have involved the Camden Car Club, but it had recently been

disbanded.

President Clive was full of praise for the club's publicity office, Graham Allan, who had organised for the club to be written up in the Daily Mirror. He had also built a mobile PA system, which had worked well at Gerringong, where new electronic timing gear was also tried for the first time.

Clive Hutchison was still president in October 1959, when Charlie Smith was secretary and H. Pinnock was treasurer. But by then young Jim lever ("with the Railways, is single, has twins on his 203") was on the committee.

Another committee member, Norm Saville, "has been racing for some years and with many successes in his 303".

Clive said Bill Cooke's 203 looked the exact twin of Norm Saville's. "They both raced at Mount Druitt last meeting and Terry Byrne the announcer had a job to tell who was who. They will be competing again at Mount Druitt on Aug. 11 and by the time you have read this I hope they will have cleaned up everything because it looks as if the under 1500cc boys will have to watch both studs of the Cooke and Saville stable. By the way, Bill's pet name for his steed is 'Me Old Mare', she's a country girl and quite used to the open spaces and therefore shouldn't get lonesome as he should pilot her out in front of the rest of the field."

Elsewhere in the same column, president Clive reported that at the Camden motorkhana the month before, there had been an incident when Norm was competing. "Things almost took a serious turn when Norm Saville snapped his wrist band and gouged a piece out of his wrist when it caught on the spokes of his steering wheel and sent his very potent 203 hurtling in the most undesirable direction. This reminds us of how simply accidents can happen as Norm would be one of our most capable racing drivers. He received a very nasty shock."

According to Worm Drive from October 1959, Norm and Bill were partners in a scrap metal business and had competed in Redex, Ampol and Mobilgas Trials. Norm also ran Norm Saville Motors at Flemington, which for a time was Cooke & Saville Motors and sold Mazda as well as Peugeot.

The president noted in that same issue that Norm's car "acquits itself very well, 105mph, and Charlie Smith's isn't exactly dawdling. Bobby Holden's 203C really went fast too. Now Billy Cooke has built a racing car out of 203 bits and pieces and in less than two months from the time of commencement, the car completed in its first meeting and that was on the last holiday weekend at Bathurst."

Clive goes on to say how the car handles like a 203, has no problem in braking with 203 drums, was quick off the mark, and did 112mph down Conrod". Clive said a floor change would be fitted, but said the car was "as docile as a 'hack' but as lively as a cricket".

But the car was not without its problems. "Troubles encountered at Bathurst were one valve head protruding through combustion chamber into water jacket and one valve stem in sump, visible through piston; also a bit of gear linkage trouble."

Another entry about Bathurst said: "Daredevil Cooke cut quite a figure in new white shirt and pants crouched over the wheel of a gleaming white special. Getting reprimands, throwing rev counters at the clerk of

the course.”

On Sunday 19 October a gymkhana was to be held at Camden, starting at 11am.

The President’s Night Trial was on again, on 22 October, offering “good roads, reasonable averages, tricky questions, reasonable navigation and finishing with a barbecue”.

The children’s Christmas party was to be held at St Ives Showground on 7 December. “NO FIRES. NO GROG.”

In order to get the mag out to members in time for the gymkhana, the “usual article on carbies” was held over. But members could look forward to a bumper issue next month.

Strangely, the bulletin listed the results of the 1959 President’s Trial (but wasn’t that yet to be held on Saturday 22 October), with all competitors being listed as from the Continental Car Club, the Eastern Suburbs Car Club or the Mosman Car Club. Why no PCC members?

Prominent racing members in those days were Bob Holden, Keith and Albert Bridge, Ken Brigden, Norm Saville and Bill Cooke. Norm and Bill later decided to separate the garage from the metal recyclers and they tossed a coin to decide who got what. Norm got the garage, which became Norm Saville Motors.

Bill’s sons Gary and Denis both raced 203s with great success.

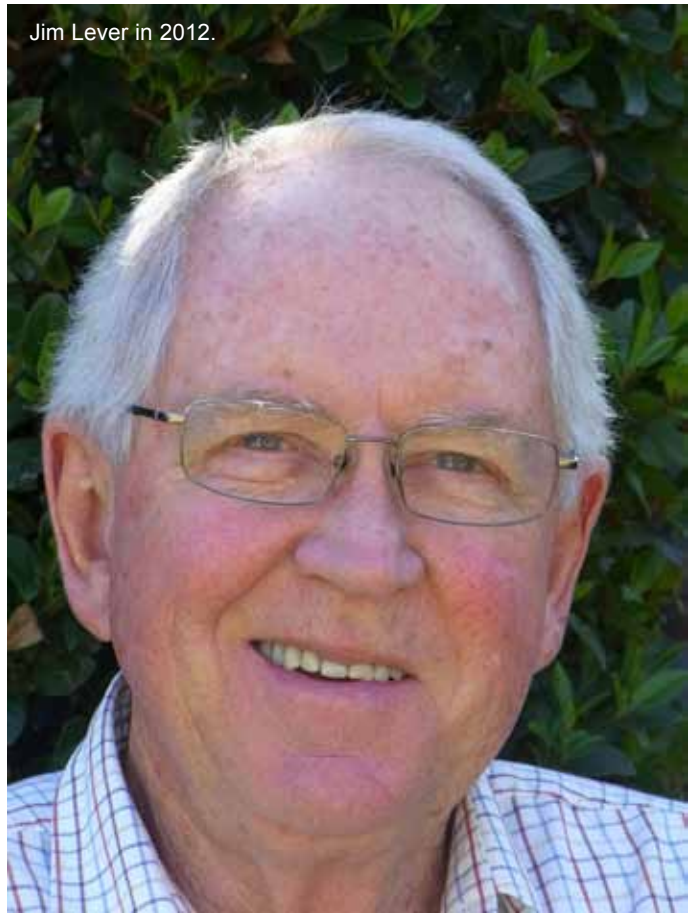
Gary later switched to speedway and won championships with a 203. Denis had a black 203 with a white stripe over it, which was known as the skunk.

Later Denis had a Peugeot-engined Morris Minor and raced against Gary in a Mini.

Gary still runs the metal recycling business in Homebush

The best link with the old club that I know of is Jim Lever, who turned up when Geoff Quayle and I re-formed the club in 1973. Jim remembers the dirt circuit, hill climb and motokhana events the club held at what is now Oran Park. There were rallies, too, and the quarter-mile sprints along Seven Mile Beach, featuring Ken Brigden and Albert Bridge. The 1959 Worm Drive has results of one such event, listing

Jim Lever in 2012.



Jim Lever flat out at Warwick Farm. Jim Lever collection





the times for flying and standing quarter-mile runs. Jim Lever's 1290cc 203 was first in class for the flying run and second in class for the standing quarter. Albert Bridge, whose car was listed as having a 1468cc motor was second in class in both events and Ken Brigden, also with a 1468cc 203, won both events in his class.

Jim also knew Bob Holden, who owned a garage on the corner of Greengate Road and Pacific Highway, Killara, opposite the Greengate Hotel, and was taken to see a single-seater racing car that Bob was building, which featured a supercharged 404 motor and a Porsche transmission. Peugeot had given Bob the motor in recognition of his efforts in racing his 203. In 1966, Bob and Rauno Aaltonen won the Bathurst 500 in a Mini-Cooper S.

Years later in 1968, Jim was in Threadneedle Street, London, when he saw Bob Holden coming out of the Bank of NSW office there. It was shortly before the start of the London-Sydney marathon and Bob was competing in a Peugeot. Jim said he hoped he didn't crash, which caused Bob some distress. "Never say that to a rally driver," he said. A few days later Bob's Peugeot crashed in Turkey. In 1973 Jim told us he had been the secretary, treasurer and magazine editor of the club when it folded and had carefully looked after what was left of the club's assets. He handed me a box of metal badges and some petty cash, in pre-decimal currency (pounds shillings and pence). (The money went to start the new club and the badges went to members of the first committee.)

Jim said the club used to meet in a room at the rear of the Petersham Town Hall, where 20



PCCNSW members in the 1950s. Jim Lever collection



The 1955 600 Mile Trial. Annual Automobile Review

or 30 people would congregate each month. It seems to have died from lack of enthusiasm sometime in the 1960s. Some say the high cost of the first Peugeot 404s put people off, but Jim told me that car clubs generally were dying through a lack of new blood.

Ken Brigden, who was head mechanic with Peugeot dealer Cecil R. Pierce at Gordon, remembers being approached by Lou Kingsley at a Bathurst meeting, who suggested that a new group should be formed. Ken said he attended meetings of a small group of enthusiasts, including Des West, Alan French, Lou Kingsley, Ron Hodgson, Brian Foley and Bill Thompson, who were keen to be part of a new club. Clive Hutchison, who had been a prominent member of the Peugeot club, was the group's secretary.

In the early 1960s, former Peugeot Car Club of NSW member Phil Bromley joined Cecil R. Pierce as a mechanic, later racing his own 403.

Eventually the Continental Car Club was formed, which Ken and Phil Bromley also joined. Cecil Pierce was its president.

## The 600-Mile Trial of 1955

# Bridge hidden by bushes caused great confusion

Peter Antill

THE PEUGEOT Car Club of New South Wales organised the first contest in Australia sponsored by the Annual Automobile Review, a reliability trial over a course of 600 miles.

The Australian reliability trials resemble the Continental rallies in some aspects, but omit the general tests of the terminating point and any sub-events in the nature of acceleration tests, brake tests or other similar contests which would change the point scores of competitors who have completed the specified course.

In some respects they also resemble the English point-to-point steepclimb tests.

Cars eligible are "stock" models with some provision to alter. The events are usually run on roads to bad roads at speeds calculated to cause some deterioration of the mechanical efficiency of cars driven by unwary or unskillful drivers.

In addition to this hazard, many clubs keep the route secret and ultimately provide only limited route directions to the competitors.

They route the trial through areas where only the barest details appear on the standard road maps, and detailed survey maps have to be used on which to trace the correct line of the course.

From this requirement the riding partner of the driver is very rightly called navigator, as it is his job by means of these detailed maps, speedometer distances, compass bearings and some sort of a speed computer to keep the driver on the correct road and travelling sufficiently fast to complete the section within the time specified by the club.

As many of the speed averages are approach the impossible, it is the driver's job to extract the highest average speed from his car which will enable him to complete the course with his car still running and in first-class order.

Before the event, cars are inspected for mechanical efficiency, and for structural and superficial body damage.

Any existing defects are carefully noted, so on completion of the event when a similar inspection is made on the cars from which the winner may be selected, i.e. those carrying the least penalty points for time lost, etc., damage sustained during the run becomes evident and penalty points are awarded in accordance with a specified scale.

The event under review was submitted to the State C.A.M.S. (F.I.A.) rather late for a really good date to be allocated and it was given a weekend in between two other similar contests.

The Australian winner is a comparatively mild affair, and because of its higher rainfall, absence of



They're away. Competitors in the rally included a car with its flexed markings.

Our early club's big state trial had a sneaky touch that sent competitors heading everywhere, according to this 1955 account from the sponsor, Annual Automobile Review.

dirty roads and longer "dark" hours, is preferred by trials organisers to the summer with its greater heat, dust and a shorter night. In spite of this date allocation, 22 entries were entered with almost every car a proven driver.

On the night before the trial, all starters were assembled at 8 pm and cars were examined and marked by the scrutineers, and at 1 pm the following day, No. 1 car was despatched from a park adjacent to Sydney.

It was followed at two-minute intervals by the remainder of the field in the numerical sequence of the starting draw.

INITIAL route route easy to follow as sign boards were plentiful and speeds low for the quality of the road surface, but after passing through Windsor, difficulties began to beset the competitors and caution navigators began to draw their cars into trouble.

From Windsor, the road led northward into the mountainous ranges, which form part of the Great Dividing Range and are as yet but sparsely populated.

Despite the mass of roads through dense farmland, the "field" was running in an incorrect sequence and maintaining the 57 mph average out.

A route checkpoint caused one or two erratic navigators some worry and a large portion of the field was missing at control 2.

With the average speed lifted to 42 mph and the road surface deteriorating, competitors were led to the 1,800-ft descent of a narrow winding pass, the road composed of gravel but with many larger rocks strewn on its surface from occasional minor earth falls.

This steep section took the road into a steeply wooded gorge, with only one small bridge spanning the deep river.

By design, route directions were vague and local sign boards even more vague, so that after descending the pass and meeting a crossroad, the remaining competitors were soon racing frantically up and down this new and dusty road which runs for many miles in both directions on the southern side of a stream - all but one car having run first into a farmyard dead-end to the west and then on to the east, all missing a small bridge concealed by bushes.

Drivers' tempers flared, and cars were forced to the very limit of safety as one or another navigator would discover his error and direct his car back through perhaps half the field then running in the opposite direction.

At control 3, only one car checked in on time, and the majority, myself included, were up to 20 minutes late.

One competitor went too far east, picked up the line of a road in the right direction and soon ran into control from the wrong direction to "buy" a penalty of 1,000 points!

With evening come heavy ground mist, the competing trial director having selected roads which followed the course of streams, so 50 miles were traversed trying to average 30 mph over loose earth

Continued on page 23





European Rally Championship

# Three leaders and seven stage winners in Austria



**Kopecký clinches Jännerrallye Austrian Rally by half a second in thrilling start to new-look ERC**

**T**he new-look FIA European Rally Championship got underway in Austria on 3-5 January when the 30th running of the International Jännerrallye.

The Intercontinental Rally Championship (IRC) has folded into the European Rally Championship (ERC) this year.

Based in Freistadt in Upper Austria, the rally's smooth and undulating asphalt stages were coated in snow and ice when the ERC was last in town in January 2012.

With early weather forecasts predicting similar wintry conditions, the prospects for an epic snow contest were very strong.

More than 60 crews entered the main international event, which features 18 special stages over a competitive distance of 248.46 kilometres, while a further 33 crews were set to tackle the national-level rally.

Honours in the Austrian and Czech championships were also up for grabs.

The Jännerrallye is a huge draw for fans with more than 100,000 expected to follow the action on the ground.

For those people who couldn't make the trip to Austria, ERC promoter Eurosport Events were filming and producing the event for television coverage, with Eurosport and Eurosport Player showing daily highlights and a review show.

## **Serious competition ahead in Austria**

Several national champions, established stars and rising talents battled for glory when the ERC started its 61st year with the snow-based International Jännerrallye. Champions

from Austria (Raimund Baumschlager), Czech Republic (Jan Kopecký), Poland (Kajetan Kajetanowicz) and Romania (François Delecour) took on several other notable names including former Rallye Monte-Carlo winner Bryan Bouffier, 2011 IRC 2WD Cup champion Jean-Michel Raoux, leading Czech drivers Vaclav Pech, Antonin Tlustý and Pavel Valoušek, plus former world rally champion Stig Blomqvist.

Local heroes Harrach and Danzinger triumph in support championships ŠKODA driver Jan Kopecký has taken his second consecutive victory on the Jännerrallye in Austria, round one of the new-look European Rally Championship by just half a second after a dramatic final day – with the winner only decided on the very last stage.

Kopecký started Saturday's eight stages with a 20-second advantage over the Peugeot of Bryan Bouffier.

But heavy rain and some ice made today's route around Freistadt extremely tricky, and the Czech driver concentrated on just getting to the finish in front of 120,000 spectators.

His fortunes were turned on their head when he picked up a front-left puncture around seven kilometres from the finish of stage 15, which dropped him to third with only three stages to go.

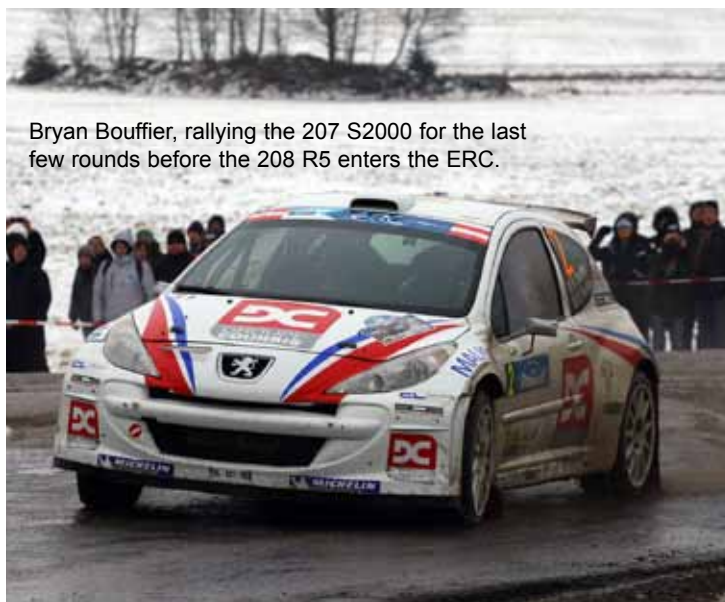
Bouffier, competing on his first Jännerrallye, took the lead despite spinning on the same stage.

However, Kopecký was determined not to give up, and pushed as hard as he could to start the final 25-kilometre stage 10.6 seconds adrift



**Hopes shredded:** Kopecký picks up a front left puncture while comfortably in the lead





Bryan Bouffier, rallying the 207 S2000 for the last few rounds before the 208 R5 enters the ERC.



Need some tyres with grip? Michelin tyre choice was crucial in the slippery conditions

of Bouffier.

He emerged from it with a winning margin of 11.1 seconds, ensuring that he scraped to victory by just half a second in heavy rain and fog in his Michelin-shod Fabia Super 2000.

"I never stopped believing I could win because if you stop believing you cannot achieve anything," said Kopecký at the finish after the epic day-long battle.

"I was still believing and still hoping. Thanks to Bryan for an incredible battle and to the team for a great car. Pavel [Dresler], my codriver, also did a great job so thanks to him."

Bouffier settled for second, a result he hadn't anticipated heading into the Austrian event, given his lack of experience of the undulating stages.

"The conditions on this event were really tricky, some of the most demanding that I have ever seen," said Bouffier, who scored seven bonus points for topping leg two.

For much of the rally Bouffier battled with local hero Raimund Baumschlager, a 10-time Austrian champion.

After a big moment in his self-run Fabia on the opening stage of the day that nearly put him out, the 53-year-old decided that discretion was the better part of valour in the treacherous conditions. He then concentrated on scoring points for his domestic championship.

Czech driver Václav Pech – a former winner of the Jännerrallye – was fourth in a turbocharged MINI John Cooper Works S2000, having consistently fought at the front and even won a stage on the opening day.



Czech driver Václav Pech battled hard in his JCW MINI, winning a stage before settling for fourth position



1. Kopecký, Jan	38 Pt.
2. Bouffier, Bryan	31 Pt.
3. Baumschlager, Raimund	23 Pt.
4. Pech, Václav	20 Pt.



# 2008 revealed

**Mike Costello**

**P**EUGEOT HAS released the first images of the 2008 crossover SUV ahead of its world debut at the Geneva motor show in March and arrival in Australian showrooms by November.

These first official images – released hours

after they leaked online – indicate that the French company has stayed faithful to the chunky styling of the concept version shown at the Paris motor show last September.

The 2008 will slot into the Peugeot portfolio beneath the existing 3008 and 4008 crossover SUV model lines, and will be pitched as a rival for a brace of high-riding micros set for launch in 2013, including the Ford EcoSport, Holden Trax and Nissan Juke.

The design draws heavily from the pert 208, with sleek ‘feline’ headlights, similar grille design and kinked front windows, but has been differentiated by its elongated proportions (200mm longer than the 208), higher ride height, pronounced wheelarches and chunky black lower-body cladding.



The version pictured also includes 17-inch ‘Diamond’ matte alloy wheels, ‘Mud&Snow’ tyres, a panoramic sunroof and front/rear LED daytime-running lights.

At 4160mm long, the jacked-up 2008 is also slightly longer than the oddball Juke, and is claimed to offer impressive versatility and occupant space that “reinvents the standards of large-volume vehicles in the compact car segment”.

Like the EcoSport, the 2008 will be powered by a turbocharged three-cylinder petrol engine, in this case a more potent version of the 1.2-litre direct-injected unit used in the 208 light car.

Also available in Europe from launch in May will be 1.4 and 1.6-litre e-HDi diesel four-cylinder engines with carbon emissions as low as 99 grams per kilometre.

Peugeot Australia PR manager Jaedene Hudson told GoAuto it was too early to say what engines would be made available locally from release in October/November.

The 208 is a petrol-only proposition here but, being an “SUV”, diesel power would seem a better fit for the 2008.

Reflecting its global ambitions for the car, Peugeot will put the 2008 into production at its Wuhan plant in China and Porto Real plant in Brazil as well as its Mulhouse facility in France.

Australian-market cars are expected to come from France.

Peugeot’s global director general Maxime Picat said the 2008 is “the vehicle which will secure leadership in the segment in Europe and will win new customers in Asia and Latin America”.

More information is expected to be announced at the car’s full reveal in the metal at the Geneva motor show.

Before the 2008 hits local dealers, Peugeot Australia will introduce a range of other new models as part of an ambitious expansion of its local range aimed at returning sales to the record highs of 2007, when it sold 8807 new vehicles.

These will include the facelifted RCZ coupe, 5008 people-mover, 208 GTi hot hatch and 408 sedan.

— from GoAuto news



**NEW DISCOUNT  
PARTS FOR  
PEUGEOT  
RENAULT  
CITROËN**

**DAPCO AUTO FRANCE**

175 Kingsgrove Road PH: 02 9150 5833 Find us on the web:  
KINGSGROVE NSW 2208 FAX: 02 9150 5844 www.dapcoauto.com.au



# Secret of new Pug hybrid is in the air

**T**he Peugeot group has unveiled a new hybrid drivetrain that uses compressed air instead of electricity to provide a secondary source of propulsion.

This thinking outside the box offers cheaper production and running costs than Peugeot's diesel hybrids and the many petrol hybrids of other manufacturers.

powered internal combustion engine, mated to an epicyclic transmission, assisted by a hydraulic motor that's powered by compressed air.

The motor and a pump are positioned in the engine bay, fed by a compressed air tank underneath the car, running parallel to the exhaust. Using regenerative braking to generate energy, the motor and pump can refill the tank with air.

It can run on the petrol engine or air power alone, or a combination of the two. Air power would be employed solely for urban use, automatically activated below 75 km/h, and available for "60 to 80 per cent of the time in city driving," claims Peugeot.

Three drive modes are provided: full petrol engine, combined (ICE and hybrid) and zero-emission.

The system adds about 100kg to the weight of a traditional



Called Hybrid Air, the new technology could allow a car the size of a Peugeot 208 or a Citroën to emit as little as 69g/km of CO<sub>2</sub>.

Hybrid Air consists of a conventional petrol-

ICE powered small car, which is around half that of a conventional hybrid system.

Peugeot says it uses very simple, serviceable parts, with no rare metals like lithium-ion.

The killer cost for Toyota's abundant Prius petrol hybrid range is the replacement of batteries, which can be bought only from Toyota outlets.

The only question raised is whether Peugeot has overcome the usual inefficiency of air compression technology.

The Peugeot goal is to develop a "global" system that's cheaper than existing hybrids, to appeal to China and Russia as much as European markets.

It's a breakthrough for the firm as it trades through a financial crisis and answers the criticism in a French government report last year that Peugeot's diesel hybrids were too expensive to make much difference in the market.

The firm also cites a 45 per cent improvement in fuel consumption over a conventionally powered car with an equivalent power output, and a 90 per cent increase in range.

Peugeot is looking to develop the technology for B- and C-segment cars, with petrol engines between 82 and 110bhp, as part of its drive to develop a car with 2l/100km (117mpg) fuel consumption by 2020. It also wants to use Hybrid Air in small vans.

The first production models are planned for 2016, but Autocar suggested both Peugeot and Citroën could display cars fitted with the technology at the Geneva Auto Show.

Peugeot has filed 80 patents for the technology that it says has been developed with the French state.

A company called MDI has been developing similar technology and claims it will produce a city car in a partnership with Tata Motors. Some early models have been used in airports.

— from Autocar and other sources.

## New Peugeot engine design revealed

Simon Craig

**I**n addition to the HYBRID Air concept revealed, Peugeot has also announced a curious engine development: a 1.6 4 cyl petrol engine with one cylinder dedicated to producing EGR gases.

It sounds weird (and the picture is even more weird) but Peugeot claim a "10% saving in CO<sub>2</sub> emissions over all customer driving conditions", while also consuming 10% less fuel.

Due in 2018 (a long time in Peugeot years by the current reckoning) it uses some tricky technology.

How does it work?

By increasing the quantity of recirculated gas (EGR\*) and the compression ratio in the cylinders in order to optimise engine efficiency

Excess fuel is sent to the cylinder dedicated to producing the recirculated gases, the hydrogen (H<sub>2</sub>) content of which increases

Owing to the presence of the hydrogen:

- the combustion of the fuel in the cylinders is faster, even when recirculated, burnt gases are present .

- pinking, or abnormal combustion under high loads, is significantly reduced



# Choppers score a 403 ute



Last assignment: The 403 ute advertises a wood cutting business.



**Peugeot takeaway:** Rust can be seen on the sill and the back of the tray.



**It's a deal:** The Meyerton bakkie changes hands.

**A**FTER A BUSY working life, this Peugeot 403 bakkie is now rusting in peace and advertising a tree-felling business in the Vaal River city of Vereeniging,

South African club member John Lawton sighted the ute – our name for bakkies – parked at a major intersection and eventually he found an opportunity to stop to photograph it.

The picture has been circulated internationally among his Peugeot friends.

According to Stellenbosch-based Johan Loubser, the original owner used the 403 ute for many years in his business then “put it on pension” with the intention of restoring it “some day”.

He started with the engine and spent R5500 (\$575) on the overhaul job, even getting a new radiator.

When he started with the body, he found rust everywhere, in the chassis and hidden body panels. He realised that the task was beyond his abilities and that the rust job was not worth tackling.

He got in touch with Johan.

“Two young guys came along and wanted the body to advertise their business” Johan said. “The owner was just glad to get rid of the bakkie and gave it to them.”

Johan said they “aged the bakkie – great art work! – and put it on display”.

Johan mentioned the rebuilt engine to another club member, Les McLeod, and Les expressed interest in getting it.

Johan said in photos taken in October 2011 the bakkie it did not seem to be in such a bad state. But usually, if as much rust is showing on the outside, the rust hidden inside is more extensive.

“What a pity that these bakkies are now all gone in South Africa,” he said.

While the tendency is for utes and wagons to be worked to death or run to the ground, this club has several restored 403 utes.

## Colliers Automotive Services

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

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

7 James Ruse Drive, Granville, Sydney, NSW 2142

Email: [colliersauto@bigpond.com.au](mailto:colliersauto@bigpond.com.au)

Website: [www.colliersauto.com](http://www.colliersauto.com)





# 1937 402 Cabriolet on eBay



Affluent auction: With a starting bid of US\$200,000, this Peugeot failed to attract any bids before the auction ended



A rare and unique 402 was recently up for auction on eBay in the US. The advert read as follows:

This one off example is believed to have been built for the Paris Auto Salon.

It remained in France until the late '80s, and then languished in a restoration shop stateside before being traded to Jerome Sauls as partial payment for a Duesenberg.

The current owner acquired the car from Mr. Sauls and embarked on an exhaustive 3-year professional ground up restoration that was completed in 2010.

International Restorations of Oaklawn, Illinois, who have several Best of Class wins at Pebble Beach under their belt, performed the restoration.

The car has been shown at several Major Midwestern Concours and Amelia Island where it has received important awards, often beating Bugattis and Delahayes, and was judged at 100 points in the CCCA Competition.

While there are still several open invitations to Major Concours waiting, the seller has turned his attention to vintage racing, so this car still has lots of trophies to collect for the new owner.

The most valuable Peugeots from the Classic Era are typically the Darl'mats- about 100 performance inspired models on a shorter wheelbase that were built at the suggestion of a dealer.

It's no wonder though that the factory chose to use this car for the very important Paris Salon.

This longer and much more elegant car is simply without peer. When you want to make a statement, this is the kind of date you bring to the big dance.

This exciting car boasts all the best of French design with a fully disappearing top, Vestigial Fins, and chrome fender skirting.

The flowing lines of the body perfectly accentuate the long rear deck. Finished in a tasteful silver and black with grey leather interior, this important car is without fault and will be most welcome at any major concours in the world.

This is a once in a lifetime opportunity to acquire one of the most important and certainly one of the most attractive Classic Era Peugeots.

## It's a handy Peugeot shopping trolley

It's a festive scenario familiar to many. On Christmas Eve you drive to the supermarket for some last minute essentials, or to pick up a present for the one relative you forgot was coming on Christmas Day, only to discover there are no places.

But rather than drive around, gnawing the steering wheel in frustration like most of us would, one brass-necked shopper simply parked in an empty trolley bay at the Asda branch in the Warwickshire town of Nuneaton.

It was later revealed that the owner of the car, named only as Jim, turned to the unusual

space in his desperation to buy beer.

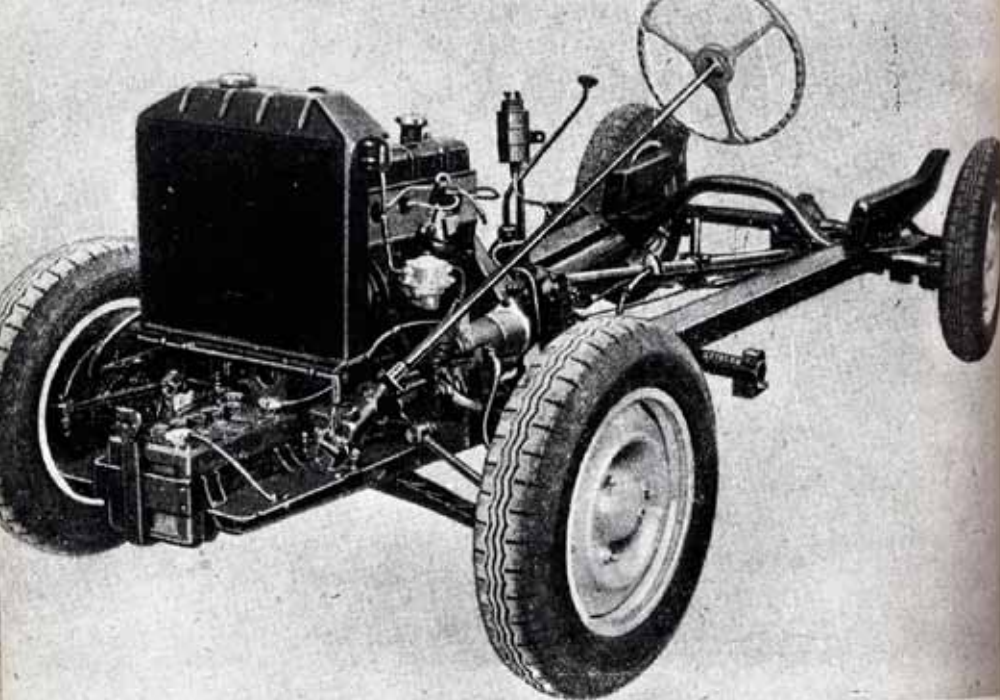
Jim parked his Peugeot 107 in the empty trolley bay at Asda when he found the rest of the car park full. But he was shocked when he returned with his beer to find a crowd had gathered to marvel at his feat.

A spectator said Jim must have climbed out through his sunroof. While the incident became a viral hit on Twitter, the supermarket manager was so amused that she waived the usual £75 fine.

— from the Daily Mail.







**Underneath:** Peugeot switched to steel-bodied cars with the 201 and the 202BH was the Peugeot model with a chassis, which enabled a partly timber body structure to be used.



**La Canadienne:** It's an example of a surviving rare Peugeot model and the auction house is talking up its price.



2010 while *anciennes.net* listed a 1949 model in Auvergne last month for €15,000.

The woody was yet another nod to American auto fashion and Detroit, apart from early austerity Ford models, used it to add a luxurious craftsman touch to body-on-chassis construction.

However, it was a disappearing fashion in the early 1950s as manufacturers switched to steel doors for strength, cost and durability, and some began to simulate timber with vinyl inlays.

Peugeot was attracted to the style because of the postwar steel shortages. It gave work to its body builders who had honed their skills on the luxurious timber-hulled models of the 1920s and it was an opportunity for premium pricing.

(A friend in my youthful motoring adventures completed an apprenticeship in timber body building in the 1950s because that trade still seemed viable when so many tin-on-wood English cars were still in use in New Zealand.)

However, the style lasted only two years for Peugeot and it gave up the woody when it introduced the 203 with monocoque construction.

The Canadienne was apparently not available in Australia.

The Morris Minor Traveller (1953-71) was the last mass-produced woody, with wooden structural components and aluminium infill panels, while the Mini Traveller, like so many subsequent nods to the style, had a fake wood structure and steel infill.

Autoweek said vehicles in the auction include everything from a 1916 Packard 2-35 Twin Six seven-passenger touring car to a 1958 Alfa Romeo Giulietta Coupe Sprint Veloce and a well-preserved 1977 Stutz Blackhawk VI coupe. Even the De Havilland Gipsy Moth biplane used in filming *Out of Africa* is included.

<http://www.bonhams.com/auctions/20924/>

**Peugeot's 202 Canadienne:** Snapped at Peugeot's Champs-Élysées showroom in 2008 by Sam from Adelaide (Sgt Doofey on AussieFrogs), it certainly looks the goods.

# A woody with a worm drive

**Peter Wilson**

A French take on the woody – a rare 1948 Peugeot 202 Canadienne – is being sold at Bonham's Great Marques of the World at the Grand Palais auction along the road from the Peugeot headquarters in Paris on February 7.

Of full 202 production of 104,126 units, about 3,000 Canadiennes were built in 1948/49 and at the time cost 50 per cent more than the sedan version.

The Peugeot Museum at Sochaux has a fine restored example of this model in its collection, which has the official name of 202 BH Canadienne camionnette boisée.

"New for 1939, the Peugeot 202 was powered by a four-cylinder 1,133cc overhead-valve engine coupled to a three-speed synchromesh gearbox with worm drive rear axle," the London-based auction house description says.

"Attractively finished in maroon with trademark wooden doors and a beige cloth interior, this largely original example started first time on a recent inspection and is described as in working condition, with solid woodwork."

The car, chassis no. 715608, is offered with French Carte Grise.

The price estimate was on the high side at €27,000 - €35,000 (about \$35,000 - \$46,000).

A 1948 Canadienne in Colorado sold on e-bay for US\$15,100 with two bidders in March







# 405 Coupé

## Simon Craig

Artcurial, an auction house in Europe, sold a number of vehicles from the Heuliez Collection in July 2012. One of the reasons I'm yet to report on it is that there were far too many interesting cars up for sale and I've been bogged down under the weight of them all.

I'll start by reporting on a fascinating one off, based on the 405.

Intended as a replacement for both the Peugeot 305 and 309, the Peugeot 405 appeared on the market in June 1987. In 1988, the 405 won the European Car of the Year prize by 212 points, the biggest gap in the history of the European Car of the Year competition.

A family car, the 405 claimed to be reliable and amenable. To add a more dynamic image to the range, Peugeot offered an extremely desirable upmarket version: the Mi16, which was initially fitted with a 1.9-litre 16-valve engine. The marque had never managed to break into the American market despite repeated attempts, and wanted this powerful version to attract collectors of European models that were considered to be "exotic cars" in the US.

And so Heuliez used the base of the Peugeot 405 Mi16 to work on a two-door saloon version. A model on wheels was presented to the board of the marque from Franche-Comté. Either side of the car was asymmetrical, to show off two different versions, one of which would cost less. The car was displayed on the coachbuilder's stand at the Geneva Motor Show in March 1988. Like the preceding 505 coupé and cabriolet that was aimed at the North

American market, the 405 USA coupé was not put into production and remained unique.

The car is in generally good condition. The side windows are plexiglass. It features a leather and alcantara upholstered interior in beige and brown, aluminium alloy wheels taken from the 205 GTi, and a sunroof. The four-cylinder fuel-injected engine and the five-speed gearbox are both in working order. The car has covered just 52 km.

It was listed for auction with an estimate of €20-30,000. Sadly, the July 2012 auction saw the vehicle sold for just €8,340. Still, I'd gladly pay that money for such a rare and beautiful looking car.

Sadly, the 405 was the death of Peugeot in the USA.



# A tribute to some Peugeot heroes



Gary Cooke, Brian Skeen and Peter Orr — Jim Lever collection

Paul Watson

**A** NEW FEATURE for club members will become available during February.

It is called Worm-Drive Warriors and it tells the stories of some of the Peugeot heroes of Australian racetracks in the 1950s and '60s.

People of a certain age will remember the exploits of Bob Holden, Ken Brigden, Albert Bridge, Geoff Russell and Ian Mountain, which are all well covered. But there were plenty of other enthusiastic Peugeot punters, particularly

Norm Saville and Bill Cooke.

Then there are those who were on the periphery of the Peugeot racing scene; John Cummins was a great friend of Bob Holden and Ian Mountain; Ivan Washington was a friend and supporter of Bob Holden, and bought one of his early 203s; Philip McCumisky drove an FB Holden in the 1963 Armstrong 500, in which Bob Holden drove a 404; the late Geoff Strachan was another companion of Bob Holden's; Sydney's Jim Lever was a regular at the NSW tracks and got to know most of the Peugeot people well.

To add some rally interest, there is Brian Amey's account of his remarkable adventure with his 403 Elouise in the 1970 Ampol Trial.

Many of the articles in the series are based on interviews with the people themselves. Others rely on the recollections of family members.

There are plenty of pictures, some quite spectacular and some very rare.

To take a look at this feature, simply go to [www.pccv.org](http://www.pccv.org) and click on the Worm-Drive Warriors tab.



## Check rego on your iPhone

Any NSW motorists that want to check their rego details or renew their registration from their iPhones, can now do it using an app. More information is available from [www.rms.nsw.gov.au/apps](http://www.rms.nsw.gov.au/apps) or download the NSW Rego App from the App Store.

## Rego label rules for historics

Graeme Cosier

**A**ttention Owners of cars on club plates

From 1 January 2013, it is no longer a requirement in NSW to display a rego label on your windscreen or side window for all light vehicles (vehicles that

are 4,500kg or less).

However, one of the exceptions is vehicles on club plates. Vehicles registered under the Conditional Registration Scheme (which includes club plated cars) still need to display a registration label.

Please don't get caught out.

# Dominelli adds a second workshop

**S**YDNEY'S NEWEST Peugeot dealership, Dominelli Prestige, is now offering service facilities and parts at two locations.

It didn't take owners of Lion cars long to discover the workshop in Anne Street, behind and underneath the dealership that opened in December on the Princes Highway and it has been busy handling warranty and service work.

General manager Peter Dolman, who has previously been involved with Peugeots, said Peugeot servicing was available to Sutherland area owners at the group's service facilities at 53-57 Waratah Street, Kirrawee.

"We have factory trained people on our staff," he said.

This will carry the main supplies of Peugeot parts, although some will be stocked at Arncliffe,

and can be ordered and collected from there. Peugeot signage was being arranged.

Another Peugeot sales centre is planned when Dominelli complete their two new multi-brand showrooms in the Sutherland and St George area. The group, which also handles Ford, Nissan, Mazda and Suzuki, is investing more than \$40 million on the facilities and is expanding its staff.

In trade advertising, the group said it sells more than 4,000 vehicles a year and has 30,000 customers.

Dominelli is involved with the Shire community activities and one of its Peugeot RCZs showed

the French flag by joining the Ocean & Earth Teenage Rampage International on the beach in late January, along with the new 208.

Meanwhile, Trivett Alexandria is offering factory servicing at its O'Riordan Street workshops until March and after that will continue to service Peugeots but will not offer warranty work.





# 206 Sculptor rocks as censor bites



Peter Wilson

**A** MAGAZINE POLI HAS voted Peugeot's Sculptor – tracing an Indian lad's efforts to crash, squash, bash and reshape his Hindustani Ambassador into a cool Peugeot 206 lookalike – as the third best car advert ever.

The ad was the standout of an entertaining series of quirky and humour ads from Peugeot.

It was pipped in the poll by the more recent Honda Accord ad, The Cog, and a Bullitt-style Ford Puma ad that featured Steve McQueen.

Peugeot's high-octane Top Gun-era drama showing a 405 sedan speeding beside a maize field in flames to the tune of Berlin's hit Take My Breath Away was No. 12 favourite.

Citroën's ad for the C4, Transformers, and Renault's Nicole & Papa for the Clio were also rated.

AutoExpress drew up a shortlist of 20 classic ads with the help of Richard Megson, award-winning creative director of top ad agency The Red Brick Road, and readers voted for their favourites.

Meanwhile, a more conventional Peugeot ad for the 4008 as an escape machine for the urban coffee set has been censored.

Late last year the Advertising Standards Board demanded that a few seconds be cut where a woman passenger was depicted raising her hand out of the 4008 as it headed along a sealed road to a remote beach.

The board upheld a complaint that this breached both Australian road rules and the advertising code of ethics. Peugeot agreed to trim the offensive material.

However, Jeep is getting away with a similar high-five TV ad breach.



## New members sign up

**T**he club welcomes several new and rejoining members to its ranks.

Say hello if you see them at a meeting or give a wave if you see their cars. They are:

Chris Bilkey, of Moama, who has three Peugeots – a 2002 307 Hatch ALV40K, 2002 406 Coupé ALN582 and a 1951/52 203.

Dr Arnold Cohen, of Eastwood, who has a newly imported 1963 404.

Ralph Edelmann, of Matraville, the proud owner of a silver 206.

John Donahue, of Kiama, who after deciding not to keep bidding on the East 203 bought a Bombaderry 203 and enjoyed himself driving it home.

Erica Doust, of Kootingal, who joined up when she acquired a 308 XTE.

Paul Geraghty, of Leichhardt, assistant restoration engineer to Peter Boorman, and owner of the 505 that won a Best Old Girl award at All French Car Day.

John Hoskins, of Balmain, the first in the club with a 208. We were delighted that he brought his 2012 model to the December meeting.

Neal Vaughan, of McMahons Point, who has a recently imported 504 Coupé that our club plate registrars enjoyed inspecting after its arrival.

We welcome back to the fold former members Andrew Kroiter, who has been in the US, and Rob Priestley.

## Peugeot rides the waves

**“W**e made it! We crossed the finish line of the 2012 [Sydney-Hobart yacht] race second in ORCi2 and third in IRC3,” the team of Peugeot Surfrider proclaimed on their website.

That translates from blue water classic talk as the mainly French team having made a great times – three days, 20 hours 15 minutes 38 seconds – and being well placed in their classes

when they took Paul Clitheroe's Beneteau 45 on the 628 nautical mile voyage south.

It was smooth sailing compared with the 2002 race, when the yacht Peugeot was involved in a collision that holed the side of another yacht near the Sydney Heads. Because a man fell off the other craft, Peugeot was disqualified for not stopping to render assistance.





**On Bahrain plate:** Restorer Max Houston's 1926 Peugeot 163 sports lovely vintage coachwork. Its engine was on the bench to fix a dodgy cam.

#### Forty years ago

**1973** Thirty-nine enthusiastic Peugeot owners attend the inaugural meeting of the club at the Journalists Club, one of two places in Sydney offering 24-hour bar service. Paul Watson and Geoff Quayle were the movers behind the rebirth of the state's early Pug club.

The next meeting will be at the Fivedock Library where details of club discounts will be shared. And a Bastille Ball is in the works for 1974.

#### 35 years ago

**1978** Club members take to Sydney Harbour in January for another cruise as these have been popular summer events. Plans are hatched for a weekend trip to Mudgee. Thanks to Pug importer and assembler Renault Australia, the club has a Peugeot flag.

#### 30 years ago

**1983** The club celebrates its tenth anniversary with the release of 203 bottles of a special port and Peter Boorman, president since 1981, recalls the packed club meetings and keen competitiveness of members in sporting events.

#### 25 years ago

**1988** Norm Hoare reports how five Peugeot-loads of intrepid adventurers journeyed into the depths of the Boonabill

Forest, taking wrong tracks and crossing creeks until they found a landmark that no-one at the East Gresford knew about. Triumphant, they discarded shoes and crossed the Patterson River where once a rally Peugeot 203 and other cars had been stuck, and reached Peugeot Point.

Peugeot 404 registrar Ron Gruber laments the steady loss of the model to rust.

#### 20 years ago

**1993** Malcolm Goodwin offers a fabulous 1975 504 Ti, completely rebuilt from the ground up, no rust, five speed box, for \$10,000.

A special display and lion-up are planned at Lake Parramatta Reserve and a dinner to mark the club's 20th anniversary.

New member Gordon Miller offers fibre-glass sill panels for 203s and 403s at \$65 a pop.

#### 15 years ago

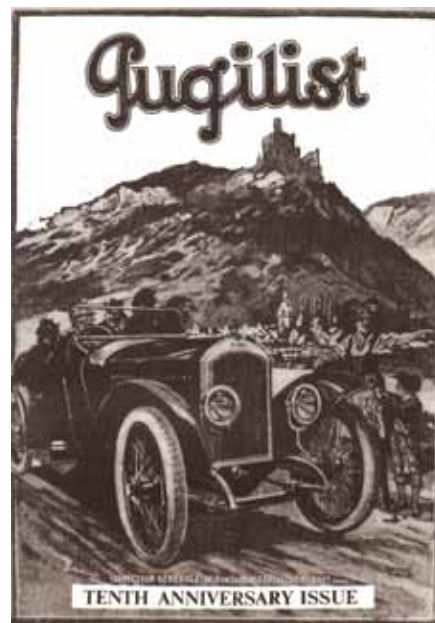
**1998** "In the face of nuclear tests, the waves of cheap Asian cars, the earnest pressures from wives, girl friends, etc, we have managed to keep the club going for 25 years, maintain our enthusiasm for the ever-evolving marque and keep our old Pugs," declares president Michael Loney, admitting to be four years younger than the 25-year-old club.



**Fun ride:** Phil and Robyn Challinor enjoying a change of mount on the 2007 Pugalong.

The most heart-warming recent new car purchase was by a chap who was over the moon when his doctors said his cancer was in remission. He shouted himself a very, very nimble Peugeot.

Former Sydney Speedshop warrior John Cummins is talking of working again on his restored Peugeot 404 Ti sports ute again. It's



**Race Sunday, sell Monday:** The cover of tenth anniversary issue reminds of the Peugeot tradition.

nearly two years since he got it back from the auto electrician (who had it for something like two years).

A Peugeot dealership lost its 306 GTi-6 after the boss's wife took it for a test drive and decided to keep it. Meanwhile, Wheels magazine took 50 shots of David Haworth's diablo red six-speeder for its Top Ten Cars of the Year.

#### 10 years ago

**2003** Changing of the guard in France with eldest son Thierry Peugeot, 45, taking the helm of the Peugeot group's supervisory board after the death of his father Pierre, possibly the most important member of the car company family since great great uncle Armand.

Patriarch Pierre, 70, was credited with transforming a family company into a group of world scale after he joined it in 1957. He founded the L'Aventure Peugeot association, which encouraged the Peugeot club movement, attended meetings of Peugeot enthusiasts and set up the Peugeot museum.

Bravely, Jenifer Robins offers to organise the Peugeot Pageant at Berrima on her own after the South Australian clubs ducked for cover.

Rex rerun organiser Graham Wallis has covered the coastal sections of what will be Australia's biggest Peugeot club event in June and July.

#### Five years ago

**2008** After the success and praise for l'Aventure Peugeot 2007, Victorian organiser Hank Verwoert is working on another touring event for 2009 – a 13,000-km inland lap of Australia.

Walkie talkies on overtime as club members headed along Buckets Way on the Pugalong tour – someone shared ABBA all the way.

David Child remembers seeing Peter Orr's 3-litre 175 Peugeot Torpedo Sport racing at Warwick Farm in the early 1960s as the rare model is being shipped to a new owner in France.



**Last rites:** A former presidential wagon has lost its familiar 505-PDP plates after rolling across Australia toting museum-bound computers.





## 404 Tacho

Steve Palocz

**D**URING THE HOT weather I started tinkering in the garage, modifying a 404 instrument panel where a non working clock sits to accept a late model 504 tacho.

I ended up spending ten hours over a few days nipping and tucking to fit the tacho which included cutting down in radius the circular clear plastic window to fit in front of the tacho.

This plastic window I carefully glued into the circular binnacle the tacho sits in.

The tacho now sits closer to the front, stopping the instrument panel lighting illuminating the tacho.

I had some ribbon LEDs that you can cut to length. I glued a few LEDs behind the tacho and connected the LEDs to the panel light circuit. These LEDs do a god job of lighting the tacho from behind. You can see the lit tacho in one of the pictures.

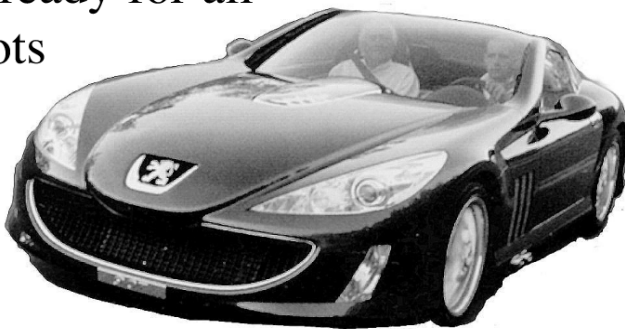
I spent half a day running a wire from the distributor to the tacho and finding a key switched +ve to power the tacho when the ignition is turned on.

I also fitted a new speedo cable while I had the instrument panel out.

Now instead of looking at a non working clock I can see the motor rpm.

A bit of time was needed to do this job but it was cool in my garage last week so I started something that had been on my mind for a while.

We're ready for all  
Peugeots



**P504 – Peugeot Specialists**

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

## For sale

**2**05 GTi, 1992, 102,000km. In exc cond, plus another car for spares. \$8,500 for both, Roly Dixon, roly@ppeng.com.au

**3**008 T8 XSE HDi, 2011, 35 sp man, 2 ltr turbo diesel. 16,000km, full serv hist, log books, leather seats (heated front seats), Bluetooth and tow bar extras, ACT rego to July 2013, \$34,500, neg. Madonna Tomes 0410 747 524, madonetomes@gmail.com

**4**03B, 1962, \$500. Rego expired Sept 2012, Has 90,000 genuine miles. New radiator, new clutch. Needs some rust removed for rego. Stewart Townend, Hornsby, 0438 673 337

**4**06 SV 1998 5 sp man, 31 V6 petrol, Tuscan red (burgundy pearlescent), light grey int, 199,000km. Immaculate, one owner, dealer serv from new (2004 to present) by Allan McKay Autos. Full log books & invoices, always garaged, non smoker owner, good Michelins front (done 15K), Continentals rear & spare. Recent work includes: New timing belt & front pads @175K, F & R anti roll bar links @189K & air conditioning re-gas @188K. Special reg, B & W plates, SV406, no annual fee, 11m reg to 27 Nov 2013. Fuel econ range 7.5L to 10.2L/100km (Country to City with air). Displayed at All French Car Day Show(s) - photos available see carsales.com.au, \$6,990

Negotiable. All offers considered. This car is being sold on its outstanding appearance & A1 mec cond. For the opportunity to secure an outstanding example of a Peugeot 406 V6 manual, phone Greg Lock Lee, Kingsgrove, on 0414 951 999 or 02 9150 9984 (H) **5**04 SR wagon, 1973. Unreg, 286,700km, in running order, body good, \$650. Don Watkinson, Portland, 02 6355 4034

**5**05, 1981, auto, paint needs attention, reg exp. jan 2013, has road worthy certificate, owner has stopped driving at 92 yrs of age. 254000km, goes beautifully, Kate Halliwell, Deniliquin, 03 5882 3571

**5**05 GTi wagon, 1990, good to fair condition, problem with clutch or clutch fork. Rego Feb 2013, \$900 ono. Kent, Narwee, 0420 563 013

**5**05 STi, 1985, auto (auto faulty, car can be moved), suitable for repair or parts, offer, Greg Stewart, Port Kembla, 02 4247 2709 or 0403 364 678

**5**05 GR Sedan, 1981, ex-Armidale car, basic 505, ie. no pwr steer. 300,000+ km, 5 sp man, orig elec (not digital) clock still works but minute hand is loose, needs new inner speedo cable, radio/cassette player does not work, but aerial goes up and down. Needs respray of faded (but original) mint green paintwork on most of body, roof has been painted white (and shows some signs of old hail dam-

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 19 FEBRUARY. 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.

age). Insp avail near Liverpool. Asking \$1,500 or good offer, couple of spare tyres will be included, can deliver nearby before end of Feb. John G. 0427 102 060, jgeremin@iprimus.com.au

**5**05 wagon, 1983, 7 seats, ex-Vic SXB-183 rego. Converted to DIESEL, speedo reads high. Rust spots on bodywork, small dent on bonnet that makes it awkward to open. Not driven for past two years. Needs new battery. Insp avail near Liverpool (Sydney western suburb). Asking \$3,000 or good offer, couple of spare tyres will be included. John G. 0427 102 060, jgeremin@iprimus.com.au

## Parts

**5**05 diesel — four hub caps. Good condition. Best offer for the four. Raymond Chappelow 9672 4532

**F**our mag wheels. Generic brand. Peugeot emblem (lion) featured on hubs 14 inch. Best offer for the four. Raymond Chappelow 9672 4532

**P**eugeot Press kit for the September 2003 Frankfurt International Motor Show at which the 407 Elixir and 4002 concept car were first introduced.

Kit includes two (2) CDs with photos and text plus glossy pictures of both cars, and two booklets; Peugeot Press kit for the March 2004 Geneva International Car Show at which the 407 SW was officially launched along with the 407 Silhouette Model. Kit includes 2 CDs plus a DVD, along with glossy pictures and three booklets. \$50 for the pair including local postage;

20 page A\$ brochure on the New Peugeot 406

News Sheets on "Peugeot Powers On In 1998"

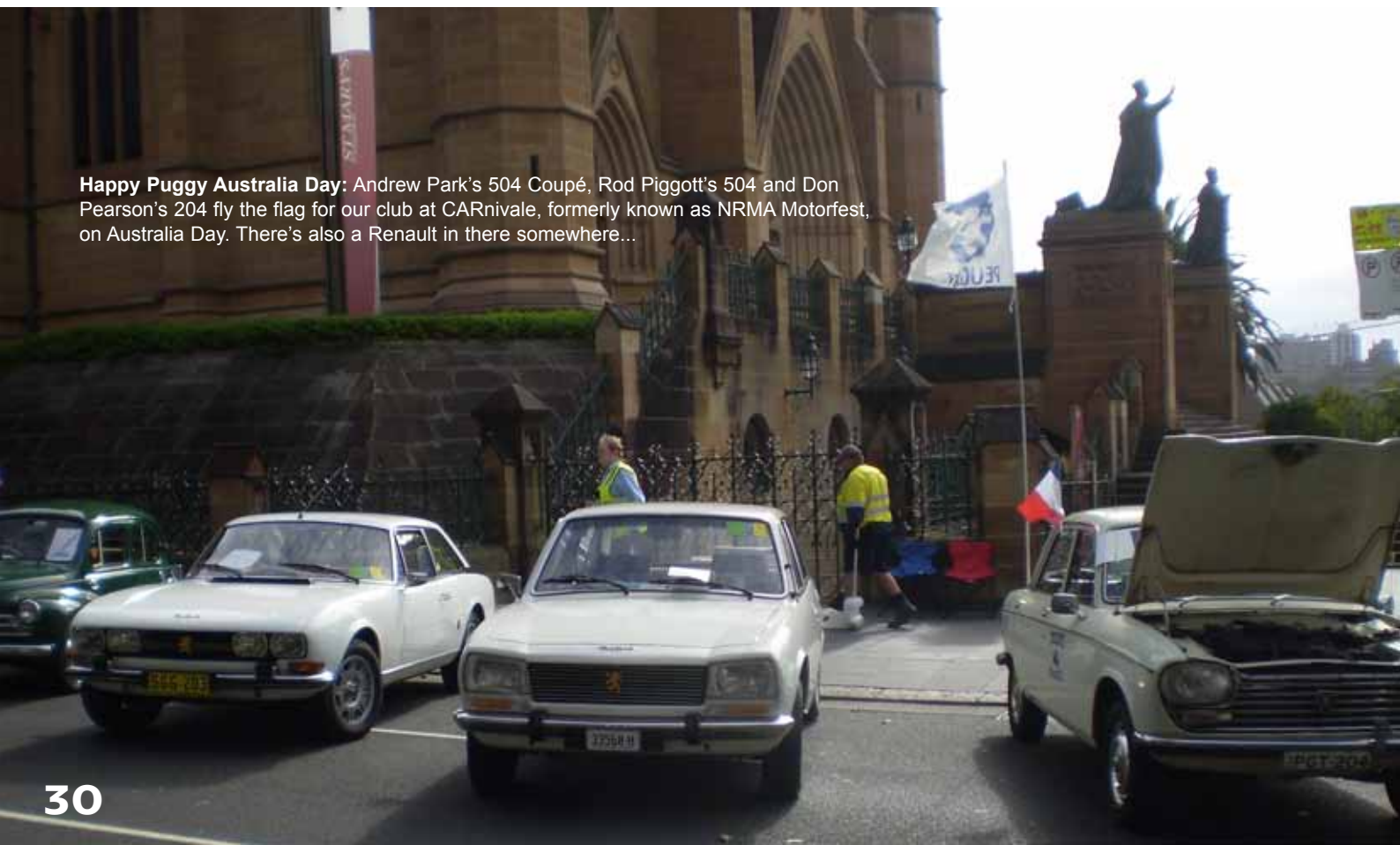
News sheets on "Peugeot Sinks Greenhouse Effect"

Recommended Price List as at October 1998 (206s & 406 models). Show pictures of "The Asphalte" — Peugeot's radical two-seater, carbon fibre bodied concept and Peugeot 306 Cabriolet with colour matched roof plus - but not part of the Show kit - a six page reprint of "New Car Test - Peugeot 406 ST by Michael Knowling"

Would certainly enhance a 406 owner's library. All in "as new" condition

Cost \$10 plus postage John Gagan, Brisbane, gagans@gmail.com. 07 3359 5921

**Happy Puggy Australia Day:** Andrew Park's 504 Coupé, Rod Piggott's 504 and Don Pearson's 204 fly the flag for our club at CARNivale, formerly known as NRMA Motorfest, on Australia Day. There's also a Renault in there somewhere...







**PEUGEOT**  
MOTION & EMOTION

# PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
<b>AUSTRALIAN CAPITAL TERRITORY</b>					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
<b>NEW SOUTH WALES</b>					
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 Unit	Ann Street	ARNCLIFFE	NSW 2205	02 9335 9220
	Service & Parts	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
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
<b>VICTORIA</b>					
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
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
<b>QUEENSLAND</b>					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service Unit				07 3253 1440
	Parts Unit				07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
<b>NORTHERN TERRITORY</b>					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

## AFTERcare

### WE CARE FOR YOUR PEUGEOT AS MUCH AS YOU DO

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

# GETTING BEHIND THE WHEEL OF A PEUGEOT HAS NEVER BEEN EASIER.



IN

OUT



With finance in under an hour, who says the test drive has to stop? Arranging your finance at a Peugeot dealer allows you to purchase and finance your new Peugeot all in the same place. And that's not the easiest part. With flexible terms, residual options and no monthly account keeping fees or early payout penalties, Alpha Financial Services puts you firmly in the driver's seat. Whether you're looking at purchasing your first Peugeot, upgrading your current one or putting together an executive fleet, your Peugeot dealer can tailor the perfect package for you. With finance this simple, the biggest decision you'll have to make is which Peugeot model is best for you.

**FOR MORE INFORMATION VISIT YOUR LOCAL PEUGEOT DEALER OR CALL 1800 307 607.**

Finance my  
**Peugeot**  
.com.au

Important information – The information supplied is indicative only and is not an offer to lend or a formal disclosure statement. This advertisement is not a contract nor does it constitute a quote or offer of finance. All applications for finance are subject to Alpha Financial Services normal approval criteria. The terms of the contract between you and Alpha Financial Services are contained in the Alpha Terms & Conditions document, which is available from your Authorised Alpha Representative or direct from Alpha Financial Services. You should refer to this document for the specific terms of the transaction. Any information provided to you in this advertisement is of a general nature and does not represent legal or financial advice. You should obtain independent financial and legal advice relevant to your specific circumstances before making any decision in relation to finance.