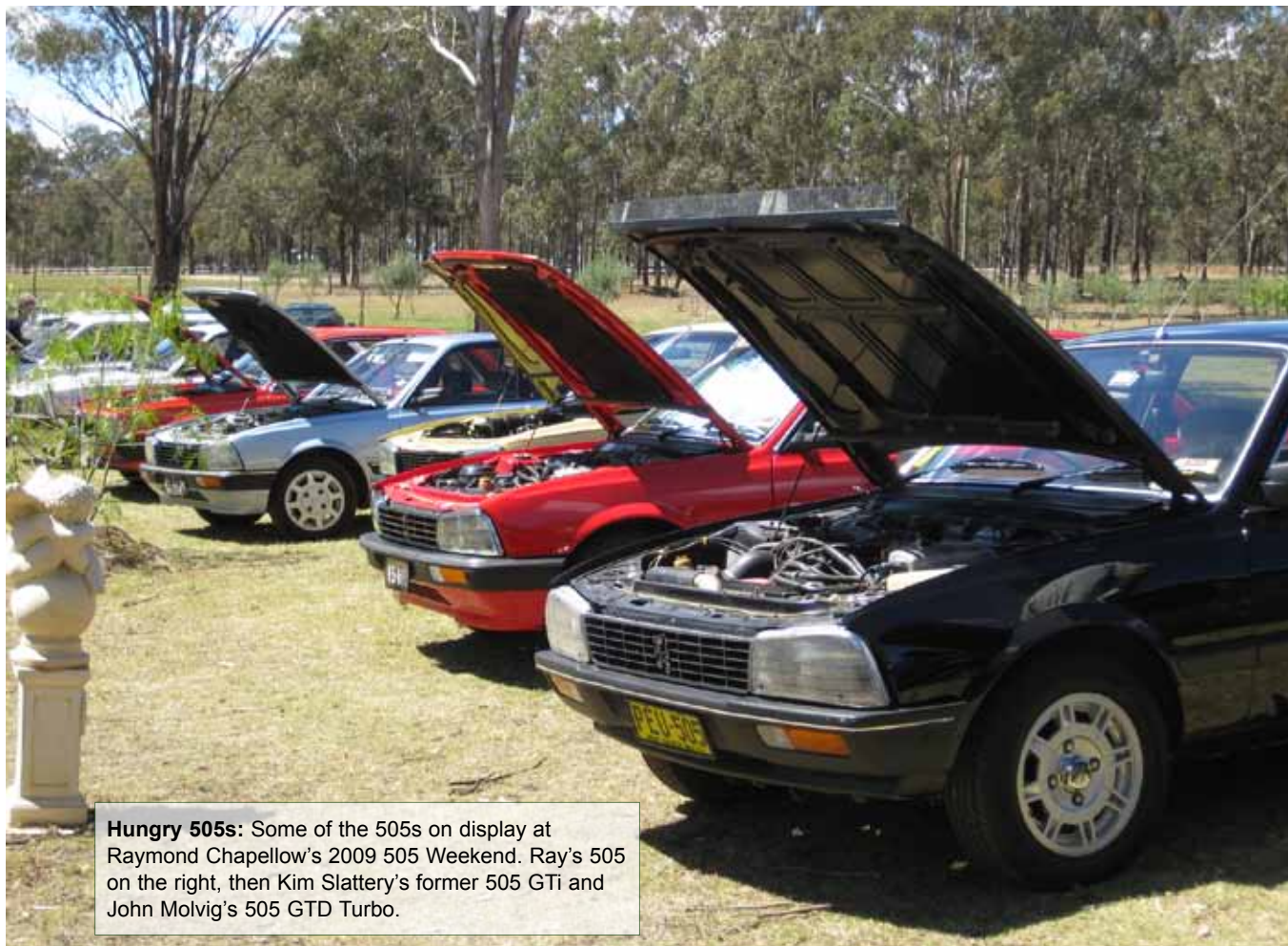


the pugilist

A white Peugeot 205 T16 rally car is driving on a narrow, winding asphalt road that cuts through a dramatic, rocky canyon. The car is positioned in the lower center of the frame, facing the viewer. It features a large black roof rack with 'PEUGEOT' written on it, and various sponsor logos including 'Shell' and 'Michelin' on the front and sides. The canyon walls are composed of layered, reddish-brown rock, with some sparse green vegetation. A stone wall runs along the left side of the road, and a body of water is visible in the distance on the left. The sky is overcast and grey.

April 2013

Magazine of the
Peugeot Car Club
of NSW Inc



Hungry 505s: Some of the 505s on display at Raymond Chapellow's 2009 505 Weekend. Ray's 505 on the right, then Kim Slattery's former 505 GTi and John Molvig's 505 GTD Turbo.

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





I say, old Beans

DAVID BEAN, manufactured in 1933, has his first encounter with a Bean motor car, manufactured in 1927, in adventuring media celebrity Warren Brown's garage.

The car is identical to the restored one in the National Museum in Canberra that Francis Birtles drove overland from London to

Melbourne in 1927 and Warren plans to retrace that journey, possibly later this year.

Beans were made in the UK from 1919 to 1929 and in the early years outsold Austin and Morris. Early models had good sales in Australia thanks to Birtles's drive in one from Sydney to Darwin and back.

The cover

Bruno Saby in a works 205 Turbo 16 EV2 on his way to a win in the Rally of Corsica in 1986.

Picture: Peugeot Sport

Inside this issue

President's report	page 4
Club Diary	page 5
More club activities	page 6
Ted & Trevor Day	page 7
Club information	page 8
Peugeot News	page 9
Married to my 203	page 12
Breakfast at Killcare	page 14
Ethiopian 404s going strong	page 18
2008 to Australia	page 20
VLV auction is a gas	page 22
In the workshop	page 25
Memory Lane	page 24
Private Parts	page 26



Birtles in Sydney in 1928, while on his way from London to Melbourne. Upon their arrival they 'drove straight to the head office of the Dunlop Rubber Co Ltd, in Wentworth Avenue, where a crowd gathered, and a brief welcome was tendered to the overlanders' ('Francis Birtles: Arrival in Sydney', The Sydney Morning Herald, Tuesday 17 July 1928, p 11). The car was exhibited for a week in Anthony Horden and Sons' emporium at Pitt Street for public viewing.

Club awards coming along

Ross Berghofer

CONGRATULATIONS again to Anne and Graeme Cosier for organising another event — the (vice) president's breakfast run to Killcare Beach with breakfast at The Point Cafe.

Overnight a strong southerly wind had sprung up and on Sunday morning the beach had lots of white surf.

This was a spectacular sight from the venue, with the view also of the ocean, the sky and the green land and yellow sand. A bonus was attendance from members from Cessnock and Springwood with a local event of sorts. It was one of the greatest breakfasts.

A sub-committee of the club has been busy writing the rules for All French Car Day, with one major change being that an outright winner must be a member of a recognised car club.

The thinking here is that a club member will be rewarded, rather than someone who has arrived for the event and who has not supported any club.

After they have been finalised by the committee, the rules will be made available to club members prior to the 2013 All French Car Day.

With a dwindling supply of committee members (and I am conscious that there are members who might like to be a member of the committee, but work situation or geographical location makes this not possible) the question could be asked about the long-term viability of this club.

Other clubs too, are suffering a decline in



Last year gridders: Grahame Foster (left) accepts the previous Peugeotist of the Year award from Ross Berghofer

membership, especially the clubs with cars that are no longer manufactured.

The trend these days seems to be to use social media to keep in touch.

With cars these days being highly specialised there is relatively little room to modify a car to enhance its performance.

An announcement on Facebook is all it takes to get a group together and off they go on an outing.

Perhaps what we need to do is emphasise the benefits of club membership. One of them would be being eligible for outright prize at All French Car Day.

Peugeotist of the Year Awards

THE CLUB ANNOUNCES the highly coveted awards for outstanding service in 2012. Congratulations to all.

Peugeotist of the Year is Mark Donnachie for his fantastic work in obtaining sponsorship for prize categories at the 2012 All French Car

Day and for helping to maintain the club's Facebook site.

The Wally Best (Editor's) Award goes to Ross Wheeler for his assistance with stuffing the club magazine and for arranging for David Bean to be his passenger to the stuffing and to club meetings. Ross is also an instructor at the Marulan track days.

Male sporting award is Simon Craig.

Female sporting award is Helen Louran.

Junior sporting award is Jack Spencer who is delighted to have won it again, two years in succession.

The Bent Grill Award goes to Phil Challinor for damage that occurred to his 505 Diesel when on an outback trip. Paul Watson, who instigated the award, presented this award to him at the fortieth anniversary dinner.

Consistency Award for attending most club events: Helen Louran and Neale Drennan.

The trophies will be available for presentation at the April meeting.

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



OASIS

Tuesday, 2 April

Reg Short

Club members are welcome to join the Oasis Run to Berrima Court House and Museum.

Opened in 1838, the Berrima Courthouse and its conservation programs are totally funded by visitors and profit from retail sales in the book and souvenir shop. Neither local, state nor federal government fund the Berrima courthouse.

Entry to the museum is \$8 and will be followed by lunch at the Surveyor General Inn at Berrima at 12:30pm.

The plan is to meet at Maccas, Narellan at 9am, before proceeding to Berrima.

5 May

Simon Craig

The Hunter MG Car Club has once again invited the club to their annual Euro Motorfest.

This is usually a pretty impressive display of European cars at Lambton Park, in New Lambton, Newcastle.

Entry is via Elder St and admission is \$5 per car with proceeds going to a charity.

Always a popular event with our many members in the Hunter region, as well as adventurous Sydney people, since changing to a more stable time of the year (weather wise) it's been a nice day out for the Pug.

Entry is from 8am (cars in place by 9am) with presentations at 1pm.

See you there.

For more info, contact Grahame Foster or visit the MG Club website at:

www.huntermg.com

Euro Motorfest



Eyes left: This visitor was dazzled by the lion up of Pugs in 2012.

Nervous about your car in the Redex Rerun?

Neville Summerill

IAM PLANNING A weekend shake-down run for those who are entered in the Redex Rerun or for interested members who would like to join us.

The idea is to load up your car with what weight you will be carrying on the run to sort out any bugs you may have, e.g., adequate suspension, and give you time to rectify any problems.

The feature will be to attend the 14th National Historical Machinery Rally at Mudgee. This event has something to interest everyone.

DAY 1: On Friday, April 19 we start from the Lithgow Tourist and Van Park at 7:30am and drive to Mudgee. We will have about six hours there before leaving to drive to Dubbo for overnight accommodation at the Big 4 Dubbo Cabin and Caravan Parklands 02 6884 8633.

The park is next to the Bowling and Golf Club bistro.

DAY 2: We leave Dubbo and return to Mudgee via Dunedoo and Gulgong, arriving by 11am.

We leave there by 3 pm to travel to Bathurst to overnight at Big 4 Bathurst Panorama Holiday Park 02 6331 8286.

Please let me know if you are interested by the end of March. It may pay to book accommodation early.

My contact details are Neville Summerill, PO Box 133, Bombala.

02 6458 7208 at night.

The trip will be about 600 km.



Club diary

Tue, 2 April

OASIS Run to Berrima. Meet at McDs Narellan.

Wed, 3 April

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

Wed 10 April

Committee Meeting, Parramatta RSL, 8pm.

19-20 April

Neville Rerun shakedown run. From Lithgow.

Saturday, 20 April

Time trial day at Marulan Driver Training Centre.

Sunday, 21 April

Ted de Lissa Memorial drive day, OASIS run.

Wed, 1 May

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

Sunday, 5 May

NSW Motorkhana, round 3, Nimimba.

Sunday, 5 May

Euroday in the Hunter, Lambton Park.

Tues, 7 May

OASIS Run, Bahaii Temple tour.

Wed 8 May

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 12 May

Start of Redex Rerun 60th Anniversary.

Sunday, 19 May

National Motoring Heritage Day.

Sunday, 26 May

Run to Nightingale Wines, Broke.

19-21 April

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 Snowhydro South Care Helicopter.

Registration is now open at a cost of \$120 per person. The cost will cover Friday evening pre drink and finger food, Saturday morning tea, Saturday lunch at Bermagui, Saturday 3 course dinner with wine, Sunday brunch, a commemorative run sticker and a metal grill vehicle badge.

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

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

The program will include a driver's briefing, practice, and five sessions or more if time permits. Drivers will nominate a lap time after practice that they aim to maintain for several timed laps. Points will be lost for laps that are faster or slower than the nominated time.

Simple prizes will be offered to the best performance overall in each group.

Cars will be grouped by similar nominated lap times with about six cars in each group.

Entry is yet to be determined but should not be more than \$120 per driver (plus a track licence if you do not already have one).

Contacts and further information

Please email Richard Cardew at the HSRCA with your expression of interest. His email is rcardew@iprimus.com.au and phone number 0405 459 546.

Look up the HSRCA website for updates and entry forms which should be available as soon as a final decision to proceed is made in early March. The HSRCA website is www.hsrca.org.au

Or email myself, Helen Louran, with any questions etc. at:

helenandneale1@optusnet.com.au

My phone Number 0413 594 792 or 02 9718 0321

We hope to hear from ALL you interested people, and as always it's a great day!



Time trial day at Marulan 20 April

Helen Louran

THE HSRCA IS proposing a time trial day at Marulan on Saturday April 20 this year and seeks expressions of interest urgently.

The Peugeot, Renault, Citroën and Fiat clubs are invited and they may bring family or friends as before. It is open to people seeking more track experience or even beginning, especially

those who might have classic cars. The same car can run in a different group with a different driver, so double and triple entry is possible. We need a minimum of 35 participants.

Drivers are to be aged 17 years or over, hold

Expressions of interest required urgently

a road licence plus a CAMS L2S or above, AASA or MDTC current licence. MDTC will issue their track licences, valid for one year, on the day for \$30 if required.

Cars must be capable of road registration or road registered and with a noise level not exceeding 90 dBA.

AMB timing transmitters will be issued at the circuit and carried by drivers. The entry fee covers the cost of provision of these devices and timing.



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

Interlude Tours

Interlude in Europe 2013
17 Sept - 22 Oct

France, Spain, Italy, Switzerland
Discover Paris & the Loire Valley
Sample wines in Bordeaux
Visit Guggenheim Museum Bilbao
Vibrant Madrid & Toledo
Hanging houses in Cuenca
Gaudi's creations in Barcelona
Drive through picturesque Pyrenees
Visit Cinque Terre and Portofino
Stunning villages in Provence
Stay on the shore of Lake Como
See the sights of Zurich

For details - phone Jeanette 02
9405 2218 or visit our website.
www.interlude-tours.com

Ooops!

Simon Craig & Peter Wilson

THE BEWHISKERED youngest club president in the anniversary dinner photo in last month's magazine was Andrew McHardy of Kurrajong, who chaired meetings from 1995 to 1996, incorrectly identified as Michael Loney, who took over the role from 1996 to 1999 and was probably busy in the Queensland mines.

The acting secretary apologises for confusing a letter from Ken Boston of Casino, thanking for his 30-year badge and telling about the loss of his wife, with a change of address note from Ken Macinnis, who has taken a break from touring to settle on the Pacific Highway just north of the pie shop at Tyndale.

A Retromobile caption incorrectly named Françoise Dubois as François, but as the photo showed she is a woman.

And we thank Graeme Cosier for pointing out that in the dinner write-up the 30-year badges handed out were in fact the handsome new 40-year badges. That's what can happen when an account is written the morning after a great night out.

Ted & Trevor Day

21 April

Simon Craig

THE MORRIS MINOR Picnic Club, organiser of the popular OASIS runs, have invited us on a drive day on 21 April in memory of Ted de Lissa and Trevor Norman, both very active members of their car clubs, who we lost last year.

It will take the form of a mystery run, starting at McDonald's Reservoir Rd, Arndell Park and finishing at a secret location for a picnic — bring your own lunch.

We will meet at 8.30am with the first car to leave at 9am

It will be a lot of fun and a must for every club member.

Reg and Gary from the Morris Minor Picnic Club are organising the details..



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

**ARNCLIFFE
SERVICE CENTRE**
1 Ann Street
Arncliffe NSW 2205
Ph 02 9335 9100
service@dominelliprestige.com.au

**SUTHERLAND
SERVICE CENTRE**
53-57 Waratah Street
Kirawee NSW 2232
Ph 02 9545 9090
service@dominelliprestige.com.au

**DOMINELLI
PRESTIGE**
PART OF THE DOMINELLI GROUP

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, 17 April.**

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, 25 April.

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

jbear@coamas.com.au
Central west: Roger Petheram,
6884 7852

rp6239@gmail.com

Southern Highlands:

New Regional contact wanted

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

Website: www.colliersauto.com



Peugeot moves up a notch

Peter Wilson

AS AUSTRALIAN vehicle sales continue to rise, Peugeot held its position as the leading French automotive brand in February and had a better result than the industry trend.

Peugeot stepped up a position on the leader board to No 21, behind Lexus at No 20 and ahead of Volvo at No 22 and Renault at No 23.

New registrations improved on January's 404 units to 413 units, which was a 14 per cent rise on the previous February's 362, compared with the industry rise of 5.2 per cent, according to official statistics.

The two-month total of 817 was a 22 per cent rise on the same period in 2012, ahead of the industry's 8.1 per cent increase.

It's not as good as it may seem. Peugeot may seem to be improving but is still very much in recovery mode in a highly competitive and dramatically changing market.

Both months were below the average of 435 units for the 12 months to February.

The opening of another two new dealerships in the past weeks in the important areas of Melbourne's Cheltenham and Queensland's Ipswich will help in coming months as will the next Sydney dealership that is in the works.

Bayside European made its initial sales in mid March and Ipswich European was expected to have a stock of Peugeots by April 1.

Peugeot's sponsorship of the French Film Festival in Sydney last month was part of a new promotional thrust.

After 463 units in January, Volvo registrations fell back to 407 in February.

Renault rose from January's 331 to 375.

Fiat, now in the Chrysler nest, leaped from 143 to 200.

Citroën, now under the Sime Darby roof with Peugeot, slumped from a relatively strong position at 157 in January to 57 in February. The chevron brand has been a rising star and the fall reflects the distributor changeover period.

The Citroën dealer network is being expanded steadily and some sites have signed up to sell both Peugeot and Citroën.

National sales of all vehicles were up 4,495 units to 90,218, the Federal Chamber of Automotive Industries reported, pointing out that light commercials were leading the charge, with three of the five top selling vehicles being light commercials.

With tradesmen's tax incentives kicking in, that segment was up 26.9 per cent on the previous February while medium and large car sales crashed 26.6 and 28.1 per cent respectively.

SUV sales were up a crazy 14.2 per cent on February 2012.

Thanks to a devalued yen, Japanese marques led the charge.

Toyota remained the leading brand with 16,017 units, ahead of Mazda with 8,738 and Nissan (8,212, thanks to keen demand for its Navara utes and Dualis SUVs) trouncing Holden (7,683) for the first time in Australian automotive history. It's barely 12 months since Mazda overtook Holden.

Mazda3 was again the top selling vehicle with 3,378 sales, although this result was down 10 per cent on the previous February. It was followed by the Toyota HiLux (3,319), the Toyota Corolla (3,158), the Nissan Navara (2,645) and the Mitsubishi Triton (2,335).

With Peugeot and now Citroën adopting 12-month and fixed price servicing, it was interesting to see the ABC's new consumer programme, Checkout, point out that Mazda customers were being taken for a ride with the additional expense of mandatory six-month servicing.

Nissan's Dualis compact crossover led the SUV segment with 1,459 sales. As the Qasqai, it's very big in Europe and its success here puts paid to the motoring journalists who said the Australian name was too close to Cialis, dialysis and Duo condoms (an earlier generation of the same crowd tried to convince Nissan the Cedric was unsuitable).

February in France was a downer for the car trade, with sales down 12 per cent on the previous February.

The Renault Clio IV (8,499 and 5.9 per cent market share) knocked the Peugeot 208 (7,474) from the sales lead it had held for seven months. Behind them were Renault's Scenic (4,061) and Mégane (4,025), and Peugeot's 3008 crossover (3,388), 308 (2,800) and 207 (2,694).

Peugeot is still selling its 207, 206 and 107 small cars there.

In contrast to the depressed European market, the UK had its 12th consecutive month of car sales growth. Ford's Focus and Fiesta topped the charts followed by the Vauxhall Corsa (known here as the Cruze) while the 208 at No 8 helped Peugeot achieve fifth leading brand.

Meanwhile, a patient fellow with the interesting name of Austin Rutherford has compiled the positions for 2012 registrations of the 939 global models.

As usual, Toyota's three generations of Corolla led the field last year with 1,036,683 new cars on the road while the Ford Fiesta improved to 742,037 units.

The leading French model was Renault Clio (427,931) at No 32 and the leading Peugeot was the 207 (274,415) at No 68.

Global Pug registrations 2012

Position	Model	2012
68	207	274,415
75	308	251,659
91	208	221,000
101	405/Pars	201,691
173	206	122,343
177	508	118,634
180	Partner	116,618
199	3008	104,165
265	107	74,623
268	408	73,058
335	5008	54,345
402	307	37,774
424	Boxer	32,708
528	Expert	19,345
582	Bipper	12,969
586	RCZ	11,460
690	807	4,997
697	4008	4,585
727	iOn	3,095
728	Hoggar	2,684
773	301	2,313
753	4007	1,995
861	407	236

Source: Austin Rutherford.



French Festival: Occasionally filmmakers bring Peugeots into their narrative, but not always new ones. A 1974 504 has a minor role in Camille Redouble.

Haulin' the Hume

Paul Pracy

WE HAVE LOTS of members interested in old trucks. The Western Sydney Historical Truck Club has organised a run for about 250 oldies along the Old Hume Highway to Yass on the 27-28 April.

Although entries have closed, there is a chance to see the old models and old brands in action when they gather at the Beech Road Industrial Estate at Casula.

The trucks will start from Casula and head along Highway 31 through Camden, to trace as much of the old highway as possible. The route includes crossing the Razorback, the Highlands, Goulburn, the Cullerin Range and Gunning, the lunch stop. A dinner and slide night is planned at Yass.

Neville Summerill suggests the old Razorback Range would be a great vantage point to see and hear these past greats of the highways.

Another top viewing spot – particularly for photographers – is after Picton, coming up through the hole in the wall, the railway bridge.

You won't see Neville there. He will catch them closer to home at the Cullerin Range, near Gunning, and afterwards the display at the Gunning lunch stop.

www.haulinthehume.com.au



Kazak Pugs

Peuget has agreed to assemble cars in Kazakhstan with the Russian company Agromash Holding.

The French carmaker said the deal could generate more than 300 jobs in France. According to the agreement that was signed in Paris in March, the Peugeot 301 sedan, 3008 crossover, 508 sedan and Partner commercial van will be assembled in Kazakhstan beginning in June 2013.

At the beginning, the plant will have an assembly capacity of 4,000 cars, but may eventually total more than 10,000, PSA Peugeot-

Citroën said in a statement. The deal is also expected to create 150 jobs in Kazakhstan.

"The deal involves the assembly in Kazakhstan of car kits produced in France," a PSA spokesman was quoted as saying by Reuters.

Under the deal, PSA will also sell the Peugeot 408 in Kazakhstan. The 408 is built in Kaluga, Russia.

PSA last week said it was in talks on sharing vehicle production with Russia's ZIL.

Agromash Holding currently assembles cars for the Korean carmaker SsangYong Motors Corporation in Kazakhstan.

—from *InAutoNews.com*

Peugeot 301



Chinese 408s for Gulf

THE FIRST BATCH of Chinese-built Peugeot 408s destined for export to various Gulf countries has rolled off the Dongfeng Peugeot Citroën assembly lines in March.

The vehicles will be sent to Saudi Arabia, Bahrain, Qatar, Oman, UAE and Kuwait.

Peugeot's Chinese joint venture began exporting to Egypt in 2011

and sold 3,000 vehicles worth US\$36.52 million.

Chinese Peugeots have since been sold in France, Argentina, Brazil, Russia, Egypt, Nigeria, Malaysia, Indonesia, South Korea and several other countries.

— from the *Nanfang Daily*.



Membership Badges

Jon Marsh

WHAT A BUSY time it has been lately on the badge front!

At our recent 40th Anniversary Dinner (what a great night!) the first 40 year badges were presented to founding President Paul Watson, Ian "Robbo" Robinson and Warren Orth by Club President Ross Berghofer.

The other veterans from 1973 were not able to be at the dinner, so their badges will be forwarded by mail. They are David and Jenny Toyer, Damien Jenkins, Allan Barrett and Paul Brownlow.

I had the pleasure of presenting some badges at that dinner – a 20 year badge to Charlie Cutajar (when's that 403 going to be on the road, Charlie?) and 10 year badges to Don Bailey and Enes Crosland (I believe Enes and Robert are taking their 403 on the next Redex Rerun). 10 year badges have been mailed to John Hunt of Eleebana, Ian Reeve of Black Mountain, James McCreadie of Dubbo, Albert Renshaw of Gladesville and John Wolifson of Surry Hills.

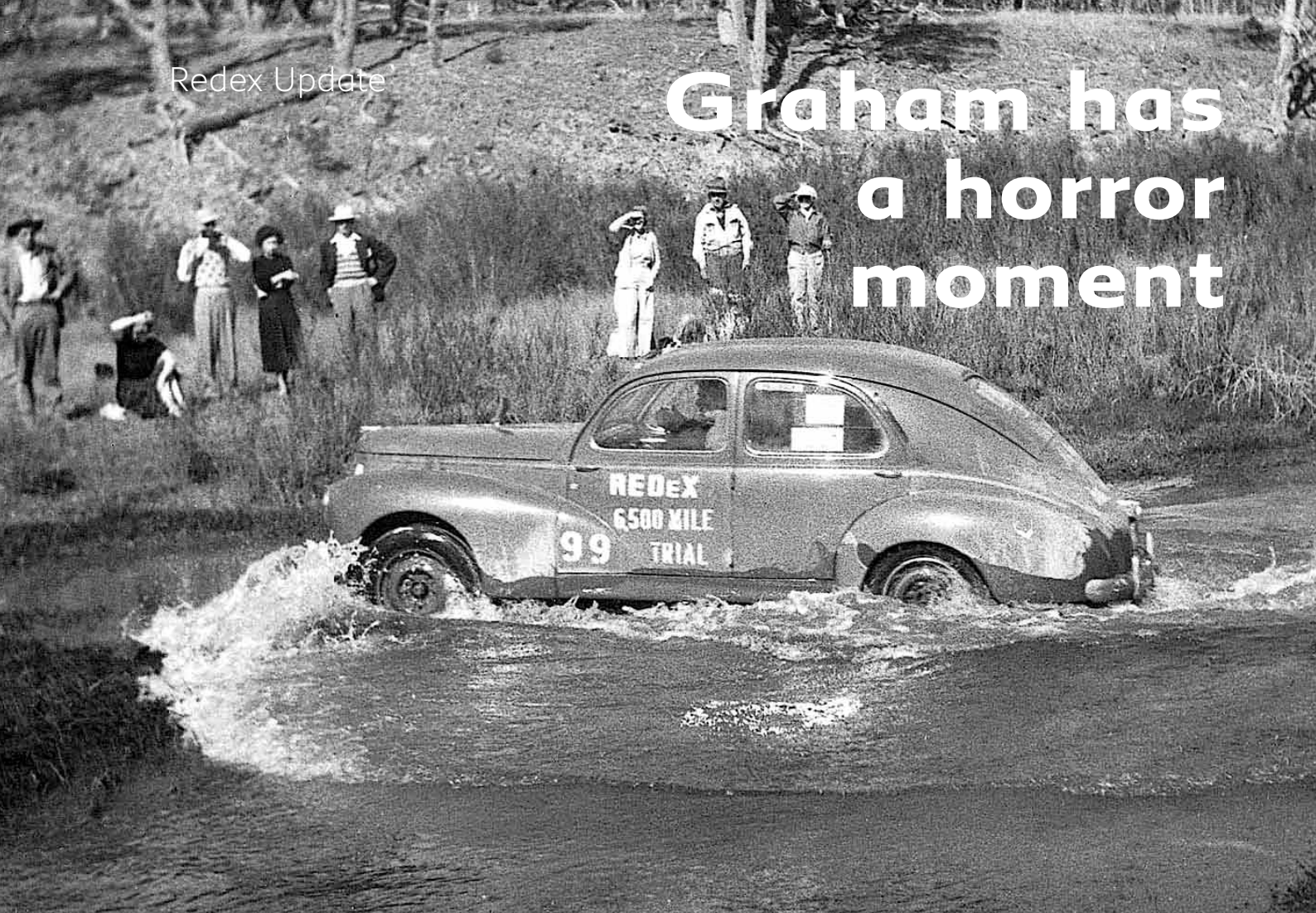
I must make special mention of John Hunt at this point. John was at the inaugural meeting in 1973 and his years of membership actually total 32 years.

We have a rule that membership must be continuous for the awarding of badges and unfortunately John has had three breaks over the years which means we can only award a 10 year badge at this time.

He is a dedicated Peugeot owner and always turns up with immaculate cars at the All French Day.

Keep paying those subs John, and I look forward to presenting you with a 20 year badge next time!

Graham has a horror moment



Peugeot Automobiles Australia will sponsor latest adventure, reports Peter Wilson

Peter Wilson

RERUN ORGANISER Graham Wallis had a Redex experience while scouting the Horror Stretch near Marulan.

Paddy's River was in flood and the low-sided bridge across it was covered in water.

He got halfway across in his Peugeot 205 but, being by himself with no facilities, he decided to back out and return to Marulan.

"I reckon a 203 would have made it!" he told fellow rerunners in an email update.

In the 1953 Redex Reliability Trial, the tricky Horror Stage was added on the last day as a tie-breaker for all the front runners and the Marshall Tubman Peugeot 203 stalled while crossing the river. However, it restarted immediately and went on to win the event.

Graham's trip was to scout the route from Shepparton to Marulan and to work out the things to do and the people to see on the final days of the event. It's all necessary preparations so he can write the detail route and event instructions for the crews.

After months of uncertainty, the organisers of the 2013 Redex Rerun are breathing easier: Peugeot Automobiles Australia has agreed to provide their financial support, which will ensure that the event is a success.

The money will help with the cost of meals, transport costs for officials and the inevitable incidental expenses.

This is great news, organisers said. Until

PAA came through with its support, the prospects of the rerun's financial success were looking bleak.

The organising committee has now gone into overdrive to make the 2013 Rerun as successful as the 2003 event.

With the Peugeot support it can now be confirmed that the following Peugeot dealerships will be involved: Pacific Euro sales in Newcastle, Tamworth City Prestige, West Car Sales in Bundaberg, Rockhampton Prestige, Ballarat City European, McPherson Motors in Shepparton, Melrose Peugeot in Canberra, and Peter Warren Automotive at Warwick Farm.

The makers of Redex have given their permission for use of the name and logo in the event, which has removed another potential problem. If they weren't allowed to use "Redex" in the event's name, it would have been difficult to get across the whole point of the event.

There are now close to 30 entrants. A large proportion of these have entered their 203 Peugeots, the make and model that did so well not only in the original 1953 Redex but in the two Redex Trials that followed.

Entrants will be accepted up until 19 April and even if a club member doesn't have an early Peugeot some arrangement may be made for participation.

Cars will assemble in Maitland for scrutineering on 13 May and after a celebratory dinner will set off the next morning for the first overnight at Inverell's Fossickers Rest. The next days the cars will take in Dalby, Bundaberg, Emerald, Longreach, Winton, Mt Isa for two days, Matarinka and then Darwin for two days

before heading south on 26 May.

The cars will leave Canberra on the final leg on 8 June, taking in the Horror Stretch on the way and will finish at Parramatta. The final dinner will be held that night at the Parramatta Workers Club.

The day-to-day activities are looking great – magnificent outback scenery, unique tourist attractions, car displays, visits to otherwise private collections, meals at all types of venues, low-key sporting sub events, and of course the pleasure of driving these great cars.

For more information contact Graham on ewal7731@bigpond.net.au.

Invitation to Redex dinner Sat, 8 June

IF YOU ENJOYED the food, the company and atmosphere of the anniversary dinner, stand by for another great Puggy nosh-up at the same joint.

Graham Wallis has arranged for the final Redex rerun dinner to be held at the Workers Parramatta Club on Saturday June 8.

He thought there might be some interest from NSW members in attending to catch up with friends who have completed their travels.

The cost is \$35 a head and any interested people should contact Liz Partington at lizlisa@tpg.com.au

Racer on track for happy event

Hats off: Chauffeur Dawid salutes official photographer Charl Smith as he drives his precious cargo to the wedding venue.

Peter Wilson

Dawid Botha had a chance to show the versatility of his beautifully presented Peugeot 203 Wagoner Special recently.

His two daughters suggested that the former track racer be used as a bridal car for a friend's wedding.

With its boosted performance, there would be no problem of "get me to the church on time".

That's how the South African club president became the chauffeur to a pretty bride and her two bridesmaid sisters.

The wedding was being held in the lovely vineyard setting of the Hemel en Aarde Valley, an appellation well known to South African wine lovers as having low yields and soils like those of Burgundy.

The trip was a bit like going from Sydney to the Hunter vineyards.

The venue was only 100 km from home at Stellenbosch – 60 miles to this 203 – but David's preparation was as thorough and as well organised as for one of his treks through his country's back blocks.

He took his wife and their own accommodation.

It was a good excuse to camp at Onrust River, near the wedding scene, so Dawid had to pack his camping equipment into a car with a modest boot – nothing like the ample storage capacity of the Peugeot 404 wagon that he does his usual adventuring in.

But as those familiar with the 203 know, the back seat can be dropped forward to take more cargo and he had no trouble fitting everything in.

Once everything was unloaded at the valley, the seat was put back and the car was all set for its official role.

Dawid said he spent a pleasant four hours on wedding duty.

The bright red Peugeot was used as a backdrop for some of the wedding shoot and Dawid was pleased to get some shots that the official photographer missed.

A pretty picture: The bride framed by the 203 window.

Three sisters: The bridal party is ready to go.



Have we got everything? It's amazing what can fit inside a Peugeot 203 for a trip.

Additional role: The Peugeot provided a backdrop for photographs of the newlyweds.



Hawks Nest Motorfest



Main Pic: John Hunt's 304 Coupé & Grahame Foster's 306 Cabriolet helped fly the Peugeot flag.

Below: The 1980 Doval Shadow "B"

Grahame Foster

THE PEUGEOT CAR Club was invited to the Hawks Nest Motorfest, on 9 March at the Myall Park Sports Reserve in Hawks Nest.

This was the 11th running of the annual event and every cent raised is donated to local causes or local community organisations.

This year it was the surf lifesaving organisation at Hawks Nest and the RFS brigades at Tea Gardens, Pindimir and North Arm Cove.

The amount raised is usually in the sum of \$10,000, generated by Motorfest itself, along with raffle ticket sales throughout the year by the Tea Gardens Hawks Nest Motor Club.

We arrived there early and found a spot where we were soon joined by John Hunt and friends in his charming 304 Coupé.

John also brought his 1960 Borgward Isabella Coupé, which unfortunately had to be displayed at the other end of the field due to encroachments by the Gang of Ford.

The field was quite varied, and the ubiquitous Holdens were not in overpowering numbers, as is usual at these shows.

Rather, there was an eclectic collection of cars, including Lancia Betas, a Lancia Fulvia, and a Crossley from c.1926.

In all there were 275 cars on display from 45 clubs, representing a wide variety of marques and years.

There were four Peugeots on the field: my 306 Cabriolet, a 304 Coupé, a 306 hatch from the Mini Minor Club and the 406 SV of Greg Lock Lee.

One vehicle of interest was a Doval Shadow "B" from 1980, made in the USA. This was an evocation of the classic 1930s Mercedes SS100 and Delahaye boat-tail speedsters.

It was built on the Ford LTD chassis, but was not a cheap fibreglass copy. Sources say they actually recruited craftsmen from Aston Martin and Rolls Royce.

It proved popular, taking out the "Car of the Show" award.

After the show finished at about 2pm, the Cosiers invited everyone back to their Hawks Nest holiday home for afternoon tea.

This was most congenial with much talk centred on John Hunt's Borgward Coupé and how it was discovered.

Everyone, including the ladies, had a very enjoyable day.

Well travelled: John Hunt's Borgward also features in this month's Open Road magazine. It's a tale of NRMA Patrolman Todd, who managed to declog the Borgward's carburetor jet and get John on his way back home from Canberra.



Pictures: Graeme Cosier



Pictures: Graeme Cosier

Breakfast at Killcare

Anne and Graeme Cosier

A warm, sunny Sunday morning with a stiff breeze greeted 23 club members and a couple of friends to Killcare Surf Club and the Point Café on 17th March.

This followed a very enjoyable and scenic run from the Berowra truck stop via the Woy Woy hill, the Rip bridge and the Killcare approach hill. All great Peugeot roads of course.

The incredible view from the upstairs café included a very wild surf which had closed many beaches in Sydney and the Central Coast.

The sun obliged by appearing to show us the true colours of this pretty location.

The food, coffees and juices were delicious and very popular. A sick chef even assisted by allowing plenty of socialising and tall stories between courses as well.

Following a large brunch, we thought we had better let the vehicles burn off some energy.

A short run further south toward the southern end of this peninsula to the very scenic

Hardys Bay, Pretty Beach and Wagstaffe, and views across the bay to Booker Bay and Ettalong Beach was a hit as well.

Most people did not know this area, or even know that this scenic peninsula existed.

A final run to a lookout just north of Killcare on the edge of the Bouddi National Park was a fitting and spectacular spot for farewells.

Views included Killcare Beach, Lion Island, Pittwater, West Head, Barrenjoey, and a few other distant headlands on the way to the

Sydney city skyscrapers in the distance.

There needs to be a couple of special mentions, mainly for distances covered by people to join us for brunch. Well done to Rob and Carol Priestley from Springwood in the Blue Mountains, Andrew Park and Lorraine from Cessnock in their 504 Cabriolet, and Leon and Kerrie de Waard from Kurrajong.

Poor Kerrie was somehow hobbling around with a fractured hip after a nasty fall requiring 3 pins. There's dedication for you to get to a club event!

Peter Nash, and Marion, Basil and Sheila also get a thumbs up for their first club event in



Peter's recently renovated 203. The 203 motor was tested by, and survived the Killcare hill and hairpins – just!

Thanks to all those people who attended on the day to help make the event so successful. Four couples even detoured via the Cosier's place at Berowra for Peugeot key ring and model viewing, a bling session for the girls and more socialising to ensure the day didn't finish too early.

As the advertising promised, this was another great club event with great food and company, spectacular views, and a picturesque run to get there.



The superior build quality of Peter Nash's 203 meant he was able to stay ahead of a trio of Porsches.



Rally Islas Canarias El Corte Inglés

Jan Kopecký has made it a hat-trick of wins on Rally Islas Canarias El Corte Inglés to move into the lead of the FIA European Rally Championship.

His success, at the wheel of his Michelin-shod ŠKODA Fabia Super 2000, followed Robert Kubica's dramatic retirement from top spot when he damaged his Citroën DS3 RRC, striking a barrier on Saturday's second stage.

Kubica is making a return to motorsport after a horror accident in February 2011. He suffered a partial amputation of his forearm and numerous fractures to his right elbow, shoulder and leg when a crash barrier entered the cockpit of his ŠKODA Fabia Super 2000, during the Ronde di Andorra rally.

Prior to the accident, the Polish driver was a very successful driver for the Renault (now Lotus) F1 team.

In the ERC Production Car Cup there was success for Andreas Aigner, who powered his Yokohama-supported Subaru Impreza R4 STI to first place ahead of Renault Mégane N4 rookie Germain Bonnefis. Gorka Antxustegi took top honours for Suzuki in the ERC 2WD Championship with Ekaterina Stratieva becoming the first driver to win a round of the new ERC Ladies' Trophy.

Kubica, who was making his ERC debut, had been leading by more than one minute after

going fastest on all eight stages on Friday, when he hit trouble on a right-hand bend approximately five kilometres from the finish of stage 10. His heroic performance, however, earned him the prestigious Colin McRae ERC Flat Out Trophy.

"It's a great pleasure for me to win this award," said Kubica. "Of course Colin was a great driver and I have been supporting him when I was young. Normally winners are only at the finish but this trophy gives us a bit of satisfaction after this hard end and Colin is always in our hearts. Yesterday was a very positive day for us with a lot of positive experience. Unfortunately today was a negative experience but it's part of driving."

Of his accident, Kubica explained: "We were in a high-speed downhill section. It was quite big braking into a third-gear corner. Unfortunately when I hit the brakes I lost the rear of the car and I had to reduce the pressure [on the brakes] otherwise I would spin and the road was very narrow. I tried to do the corner but I didn't reduce enough speed and I hit the barrier with the rear-left corner. Then with the front we dived into the barrier. It's a shame but unfortunately this can happen."

Kopecký, meanwhile, who moves back on top of the ERC drivers' standings by 18 points following his success on the opening round in Austria, said: "I have to say it's good for us and ŠKODA. We didn't expect rain and that's why we were losing so much on the first day. But the set-up of this car for the dry conditions is really perfect. And we had no problems. Robert was great but he made a mistake, which can happen in rallying."

Behind Kopecký and co-driver Pavel



Cooling prospects: Alternative methods of keeping engine temps under control proved distracting for Peugeot ace Craig Breen.

Dresler, Craig Breen continued his strong start to his career as a member of the Peugeot Rally Academy in an impressive second place alongside navigator Paul Nagle.

But there was disappointment for team-mate Jérémi Ancian, who was forced to stop when he ran out of spare tyres after suffering punctures on successive stages this morning.

Local hero Luis Monzón completed the podium in his MINI after he fought back from a puncture on day one in style. Aigner took fourth, Bonnefis finished fifth with Antxustegi completing the top six. Elsewhere, János Puskádi scored his first ERC points of 2013 in seventh with Jean-Mathieu Leandri overcoming a late puncture to claim eighth overall in a 207 S2000.

Robert Consani ensured maximum points for Team Renault Sport Technologies in the FIA Production Car Cup for Teams in ninth overall despite two punctures slowing his progress on the final afternoon. Antonín Tlusták extended GPD Mit Metal Racing Team's lead of the overall entrants' classification in 10th place after a faulty clutch was changed at midday service. Zoltán Bessenyei claimed top points in the ERC 2WD Championship for Teams for Eurosol-Honda Civic Type R. The Hungarian enjoyed a close battle with Suzuki privateer Hermann Neubauer.

ERC Driver Standings

1	Jan Kopecký (CZE)	76
2	Craig Breen (IRL)	58
3	Jari Ketomaa (FIN)	39
4	François Delecour (FRA)	32
5	Bryan Bouffier (FRA)	31



Kubica, driving a Citroën DS3 RRC, was leading before this crash (R) stopped all the fun.



Frenchman Jérémi Ancian, winner of last year's one make 207 Volant series, was running well before too many punctures left him without enough wheels to finish.



404s in a living museum



Pictures: Guy Nolleau

Peter Wilson

TIME STANDS STILL in the ancient walled holy city of Harar, on a plateau on the eastern Ethiopian highlands about 500 km from Addis Ababa.

For a thousand years it's been a crossroads of trade and cultures, where caravans from the Red Sea and the Horn of Africa met Central African merchants, where scholars and poets have traded ideas, where a dozen languages are heard in the cobblestone alleys.

With 368 alleyways squeezed into just 1 sq km, 87 mosques and 102 shrines, coffee scents wafting through the streets, animated markets, superb architecture, charming people and its special ambience, Harar has been listed on

UNESCO's World Heritage List since 2006 in recognition of its cultural heritage.

This living museum in Christian Ethiopia is the fourth holy city of Islam and some mosques date from the 10th century.

The city wall, four metres high and with five gates, each facing a trade route, was built to fortify it after the sixteenth century wars.

That was a golden age and the city, where the coffee plant was domesticated, became known for its coffee, poets, Islamic scholars, weavers and basketmakers and bookbinders. It is also the source of the mildly narcotic chewing leaf qat, or chat.

The city has seen many changes in political fortunes but lost some commercial importance when the terrain cost it a railway link in 1902. The trains no longer run and the main way to get there now is an adventurous minibus or bus ride through the gorges.

Today Harar is home to 120,000 people – both Muslims and Christians – and some residents still speak the Harari language, as do members of Melbourne's Harari community.

It's still in a time warp. Camels and donkeys still jostle each other in the narrow streets where robed women walk carrying bundles of firewood or plastic containers of water and street vendors fire up their woks with twigs.

It seems to have hardly changed since French poet Arthur Rimbaud was there in the nineteenth century (his so-called house is now a museum).

Some twentieth century influences have intruded: the amplified sound of prayers and



raffle salesmen, Indian scooters, dial-up internet and hundreds of blue or blue and white Peugeot 404 taxis, as we discovered in these photographs that Guy Nolleau has sent.

Although the Peugeot 404 was built between 1960 and 1975 in France, assembly continued in Kenya until 1991 so the taxis most likely came from there. Some still have gleaming paintwork,

some have lost their gloss in the sun and some have their bonnets open for roadside repairs.

The blue Peugeots may be very special – in Harar blue houses indicate the owners have made the pilgrimage to Mecca.

The internet abounds in tourists' snaps of them as they are more of a curiosity than the tuk-tuks (with steering wheels), Toyota vans and Landcruisers, and 20-tonne trucks that are also sighted in Harar.

Ethiopia is one of the few African countries without a Peugeot website, which may explain why in its other cities, later Ladas dominate the taxi trade.



Global dreams for 2008 SUV



Byron Mathioudakis

ON SALE in October, Peugeot's new 2008 will arrive in Australia earlier than anticipated, underlining the sub-compact SUV's importance as an export model for the beleaguered French firm.

With up to 180 markets earmarked to share up to 200,000 units per annum, it is poised to become one of the Peugeot's bestsellers, and is central to the company's path to profitability plans after years of crippling losses.

"To show you how important this car is for us worldwide we plan to sell up to 200,000 units a year maximum," program manager Agnes Tesson Faget told GoAuto at the Geneva Motor Show last week.

Vehicle validation and testing is already underway Down Under, with local Peugeot executives expecting to have all the necessary Australian Design Rule regulations sorted by July – just four months after production commences in Mulhouse, France.

This is in contrast to the 2008 Hybrid Concept starring on the company's Geneva show stand, which may be at least three years away from seeing the light of day.

Reflecting the increased importance of markets outside of Peugeot's traditional comfort

zone, the 2008 has been developed primarily for China and Brazil as well as France, Ms Tesson Faget revealed.

"This is the first car to be truly international from the start," she said.

"From the start we knew we would produce this everywhere we had factories.

"This type of crossover is now very much expected all around the world. Maybe sometimes for different reasons too – some expect something modern, something trendy, and something very useful that can be driven anywhere. So we are very much in tune with the expectations of those customers.

"Australian-market production is scheduled for July. It is very important for us to come to market as quickly as possible around the world with this vehicle. It is really international from the start."

Planning for the mini crossover commenced in 2009, and ran concurrently with the 208 B-segment light car on which it is based.

Consequently the Peugeot sub-compact SUV employs a monocoque design and transverse engine layout, driving the front wheels via 1.2-litre three or 1.6-litre four-cylinder petrol engines, as well as 1.6-litre four-cylinder turbodiesel availability.

Debuting on the 2008 is a turbo three-pot

petrol unit, but the expected six-speed automatic transmission – thought to be one of the upshots of Peugeot's ever-deepening collaboration with General Motors – may be upwards of a year away from seeing the light of day.

In its place will be an outmoded four-speed auto in Australia, while other markets will use the same robotised five-speed manual as offered in the 208 abroad.

Styling wise, the newcomer is a collaboration between Peugeot's French, Brazilian, and Chinese studios, with the "best parts" of several proposals incorporated into the final design in Paris.

"From the start the various design teams competed within the brand," Ms Tesson Faget said. "So in this respect it is very much an international focus from the beginning."

Since the 2008 is a 208 offshoot, it benefits from that car's use of very-high and ultra-high strength steels, short overhangs and tailored body blanks, which resulted in falls of up to 173kg compared to the preceding 207.

"All the weight loss measures gained on the 208 were transferred to the 2008, so it makes the 2008 very efficient (for its class)," she added.

As a result, the 2008 is around 65kg heavier than the corresponding 208 model, with the kerb weight kicking off from a class-leading 1045kg. This helps with the model's impressively low fuel consumption (down to 3.6L/100km) and carbon dioxide emissions (as low as 90 grams per kilometre).

A thorough development regime included snow and mud environments, as well as hot-weather desert climates, reflecting the vehicle's global ambitions.

"This is definitely the most modern Peugeot today," Ms Tesson Faget believes.

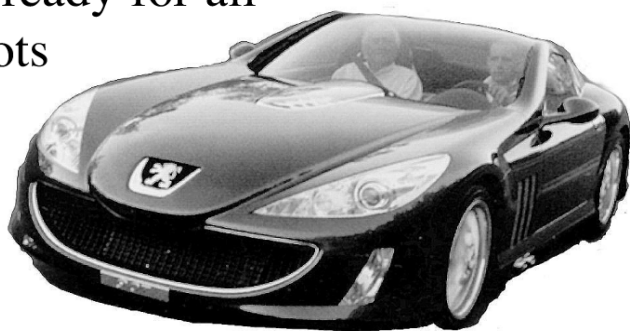
"But we also wanted it to be very convenient, roomy, versatile, comfortable, practical, stylish and a pleasure to drive."

The 2008 is arriving amid a flurry of sub-compact SUV activity after Suzuki's pioneering SX4 has cultivated the class since 2006 on its own, followed by the Nissan Juke, Holden Trax, Ford EcoSport, Opel Mokka, and Renault Captur.

Ironically, the second-generation SX4 has grown to become a C-segment competitor against the likes of the Nissan Dualis, Toyota RAV4, Honda CR-V and Subaru Forester.

—from GoAuto news

**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

A Peugeot adventure of old

KEN MACINNIS of Tyndale came across this slightly torn and crinkled snapshot in an old diary recently while cleaning out his Mercedes motor home that's been his home while travelling for the past five years.

It's a reminder to the club's recent Peugeot adventurers that an older generation has had fun on the road as well.

It's the Peugeot 403 wagon that Peter Sonter drove around Australia with a cousin in about 1971.

It was fully equipped with camping equipment, spare wheels and a boat as it set off from the Sefton telephone exchange.

Ken said he was supposed to go as back-up but he got married instead.

Peter was a great mate of Norm Saville and his father was a Pug nut as well. He's now got Ken's Lotus Elan and some Goggomobiles, but hasn't done much with them since he got married.

On Ken's travels – to Tasmania three times, to Cooktown and to the Centre – he towed a Peugeot 203 on a trailer for short journeys.

"I met some wonderful people everywhere," he said. "They would see the 203 and come up and talk to me."

"An old bloke at Shepparton told me he had two 203 utes in his shed and no-one knew about them," he said. "There was another in Tasmania who had 403s in various stages of wrecking."

Before the 203, which he bought from a Brisbane club member, Ken had started with a 205 on a trailer, replaced it with an Austrian Haflinger and then another 4WD.

Ken said he'd taken the 203 for the 11 km run to the pub and it was just purring along. It would take the rerun in its stride, but he would rather do a trip like that at a more leisurely pace.

Ken was featured, along with his 203 and Motorhome, in the March 2010 edition of the Pugilist, on page 17.

Now they're a three Pug family

PHIL MOTBEY had to bow out of club activities because of work commitments, but he's now counting the weeks until his retirement in September when he will be able to get back into the Peugeot scene.

At the last mention of Phil in the magazine, his Peugeot 405 Mi16 was stolen, smashed and written off after being prepared for sporting fun.

Fast forward to this year and he now has another Mi16 and is the patriarch of a Peugeot family.

A friend in southeast Queensland found a reasonable condition 1992 Mi16 at auction in Toowoomba, just the car for the Noosa Hill Climb, Targa Tasmania and other "bucket list" events. Phil paid \$2,100 plus rego and his mate, a retired mechanic, is looking after the car on his rural property until Phil's time is his own.

When his youngest daughter's Daihatsu died mid last year he loaned her his Renault Scenic wagon but a minor crash effectively wrote it off.

Chloe remembered the driving experience of the Mi16 and appreciated the features in friends' Pugs so she hunted around and bought a one lady owner 2003 307, a country car.

Meanwhile, Phil's son gave up trying to borrow his sister's car or get a lift from dad and bought a high mileage but reasonable condition 2001 206 GTi. It had some "lack of proper maintenance" problems but they were easy to fix and Phil enjoyed the father / son activities of getting it back to running well.

"We're talking of taking it to the Noosa Hill climb in mid-November, hopefully," he indicated.

As for Phil, he has transgressed. He said he gave up on the new Peugeot range because the models he was interested in were available only as automatics so he bought a new Megane six-speed manual.

He has provided the club with some historic postcards from the City of Sydney archives.

Belt tightening taken too far

ANNE COSIER knew she had a lulu of a caller on the club's inquiry line when he said what he was seeking.

The tightwad wanted the club's help in sourcing a second hand cam belt for his Peugeot 306 in New Zealand because he thought new cam belts were too expensive.

Anne advised that it would be better in the long run to fit a new belt because an old one would be worn and wouldn't last very long. The teeth would come off.

She tried to explain that cam belts have limited lives, which is why they are regularly replaced according to mileage or age, and that it would be expensive to repair a damaged interference motor if one failed.

The caller was intent on his belt-tightening exercise and rang off, disappointed, to try his luck somewhere else.

"I get a lot of silly calls," Anne told a club committee meeting.

Anne's favourite hot line story is about the sexist caller who insisted on speaking to a man about his problem with a 403 clutch.

"I said I could help him but he didn't want advice from a woman about cars," she said.

Anne called hubbie Graeme on the phone.

When the caller explained his clutch problem, Graeme said: "You'd better speak to my wife. She is the one who does our clutches."

Anne picked up the phone to the now chas-



tened caller.

"How can I help you?" she asked in her sweetest tones. Then she offered the advice of the family's most experienced Peugeot mechanic.

Norm switches to diesel

IT'S JUST OVER 10 years since Norm and Lesley Hoare moved to Queensland to be closer to their grandchildren and he telephoned to say his March Pugilist had not arrived.

When Norm left, he took his 1996 Peugeot 405 SRi, which he said proudly was the very last one of that petrol model sold in Australia.

He kept it for 16 years before he got another Peugeot. He is now driving a 308 HDi that has 5,000 km up and he says it is economical and has plenty of go.

Before the 405, Norm kept his yellow 504 for many years.

Norm was a regular at Sydney club meetings for over 25 years and took part in the early club expedition to the Barrington Tops to find a river spot named Peugeot Point.

He was pleased a replacement magazine would be mailed to him. "I look forward to it every month," he said.

Record man weeps

REMEMBER the photos of that Kiwi 1967 Peugeot powered dragster in Memory Lane last month? Some years ago it had a turn of speed that made V8 dragsters weep.

We've learned that its 65-year-old owner, Trevor Watson, is still going strong with his heavy boot on the accelerator.

He had an upset win over the Nissan-turbo chassis of the favourite, record holder Robbie Ward, in the National Finals a couple years ago with a 9.285 second quarter mile in which he reached 220.73 km/h.





Tiny Pug in bubble car frenzy

Peter Wilson

A “1942” PEUGEOT VLV electric car, built ingeniously during the Nazi occupation of France, sold for US\$20,125 in a US auction that classiccars.com described as a “global car-collecting feeding frenzy that made a folly of pre-auction estimates”.

The Pug light city car was in the RM Auctions sale of the Bruce Weiner Microcar Museum in Madison, Georgia on February 15-16 and its price was short of pre-auction estimate of up to \$40,000.

However, Sports Car Digest’s Rick Carey said it was good value. The tiny car was tired and dirty with a superficial repaint, the dash and instruments grungy but it was sound and complete.

“Charmingly original and surprisingly practical, its electric power set it apart from the other collection microcars and may have accounted for its appeal being overlooked among the Messerschmitts, Heinkels and Isettas,” he said.

In the photos, it looked quite presentable, but if you examine it carefully bottom of the doors are rusted out and the interior photo shows a well used/well ravaged passenger seat. The catalogue says it is unrestored.

While the Peugeot was a relative bargain, with bidders from 20 nations taking part, prices just took off and a dozen of the small cars sold for US\$100,000 or more. The take was US\$9.1 million for the 200 vehicles and 284 lots of collectibles.

“In terms of its diversity, international interest and prices realized, the Bruce Weiner Microcar Museum sale was truly unprecedented,” the auction house’s Alain Squindo said.

“With many items offered for the first time in auction history, collectors reacted with enormous enthusiasm ... resulting in spirited bidding and prices frequently exceeding their estimates. It definitely set a new benchmark for this type of private collection sale.”

Weiner, a Canadian bubble gum manufacturer, spent nearly two decades finding the best examples of the small vehicles that put Europe and Japan back on wheels after World War II and his work was appreciated to the point that several cars drew bids that tripled the pre-auction estimates.

The top-dollar sale was US\$322,000 for a 1958 F.M.R. Tg 500 “Tiger,” considered the rarest of the Messerschmitt-built cars and the fastest of all microcars with a top speed of 78 mph.

The “world’s smallest production car,” a 1964 Peel P50, went for US\$120,750. It is just 1.35m long by 1.2m high and 90cm wide – just about big enough to take the sale price in dollar notes.

Top Gear fans will recall that Jeremy Clarkson drove a Peel P50 through the corridors of the BBC.

There was high demand as well for the small-car automobilia Weiner collected in his travels. A Rustler Used Cars sign and a “Rocket Space Ranger” kiddie ride each sold for US\$44,85.

McKeel Hagerty, chief executive of Hagerty Insurance, which specialises in collector car policies, said the prices were “surprising – pleasantly surprising”. Microcars were gaining value. “Collectors want cute and distinctive cars, and small is trendy,” he said. “These were the original fuel-efficient cars.”

Microcars were a mainly European post-war phenomenon, an effort by mostly small companies short on resources to put wheels under people short of cash and fuel.

What evolved was a gaggle of miniaturised vehicles, powered by moped or motorcycle engines, which could trundle a driver and passenger around the world’s cities, and often further afield. By the early 1960s, they had been largely displaced by new generations of bigger small cars, such as the Beetle and Mini, and many were left for years in sheds or in the back of garages.

Weiner has driven Ferraris, Porsches and Jaguars. But he said he never got more attention on the road than in a banana-yellow 1963 Goggomobil TL-250 Transporter, the toy-like microcar he nicknamed “the mailbox on wheels.” It had his Dubble Bubble logo painted on its boxy side.

“Drivers are laughing, waving, taking pictures of the tiny car,” he told the New York Times. “You get less reaction driving a seven-figure Ferrari.”

Back to the Peugeot. The auction catalogue described VLV No. 373 – one of the last of the 377 produced up to February 1945 – as “an extraordinary, war-era” car.

The description evoked the period in which the car was produced:

“It is inconceivable from a modern viewpoint as to how difficult the years of the German Occupation of France were in the years 1940 to 1945,” it said. “Gasoline was forbidden from the outset, as were rubber tires a year later.

“For drivers, the most coveted item was the Ausweis, or permission-to-drive slip, yet a permitted driver was still subject to numerous inspections at stations or mobile patrols throughout the city.

“Being resourceful people, the French dealt with their austerity in pragmatic terms. Human-powered vehicles like the Velocar were greatly in demand during this time.

“Some vehicles were converted to run on wood gas. This involved the burning of wood, coal, straw, or paper in a small furnace, usually towed behind on a trailer, whereupon the filtered and compressed gases could be pumped directly into the engine.

“France had about 65,000 ‘gazogène’-powered cars on the roads. Other cars were seen with compressed acetylene gas cylinders on the roof or mounted behind. Buses refilled their giant roof-mounted gas bags at ‘city-gas’ stations.

“Finally, there were the electrics. Many manufacturers, including large industrial firms like the aviation company Breguet, electrical equipment manufacturers like Mildé-Krieger, or small car manufacturers like Georges Irat,

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



Your road to freedom
ABN 67 137 041 917 EC No 21A 6087

had a go at making electric cars.

"Peugeot was the only one of the large car companies to build an electric model. It was called the VLV, or Voiture Légère de Ville, which means Light City Car.

"Peugeot had been forced to turn its factories to war production for the Nazis, but the development office was buzzing with secret post-war projects.

"The VLV was produced overtly and described in the press. It was a small two-seater cabriolet with a folding roof and doors, incorporating side windows that were raised by a lever in the door.

"It was of revolutionary construction, a steel monocoque with only two reinforcing strips under the floor. Front suspension was by a transverse leaf spring, and the two rear wheels were only a foot apart, sharing a single brake drum.

"The electric motor was powered by four batteries under the front hood, totalling 48 volts and 82 amp-hour capacity. These constituted half of the 770 pound weight of the car.

"Control was by conventional foot throttle, with full power available for hills when pushed to the floor. A forward/reverse lever changed motor direction. The normal speed was 20 mph, and the range was perhaps 50 miles, depending on terrain.

"This unrestored example is one of very few survivors of this well-engineered pioneer, and it features distinctive features in miniature, such as the boat-tail rear and the coupe-roadster style convertible top, which is a facsimile of the style of top used on large, luxurious 1930s cabriolets."

It makes one wonder how Canberra restorer Peter Taylor values his VLV (The Pugilist, May 2008), a car that Rowland Pym obtained from a UK club member in 1997.

Meanwhile, Steve Palocz has found a Peel P40 for sale in Sydney for \$34,000. Will this be added to his collection?

Bubble gum VLV: The unrestored war-time Pug is one of the few survivors of the 377 examples.



One of a kind: This US\$95,000 Messerschmitt was designed for a serviceman to drive to a customer's home and has a tow bar to be hitched to the rear bumper of the customer's car for the drive to the workshop.



Getting around in Occupied France

IN THE DARK years of the German occupation, the French did everything that could make vehicles roll and improvised several sources of energy other than petrol, Automobiles Peugeot historian Pierre Duval said.

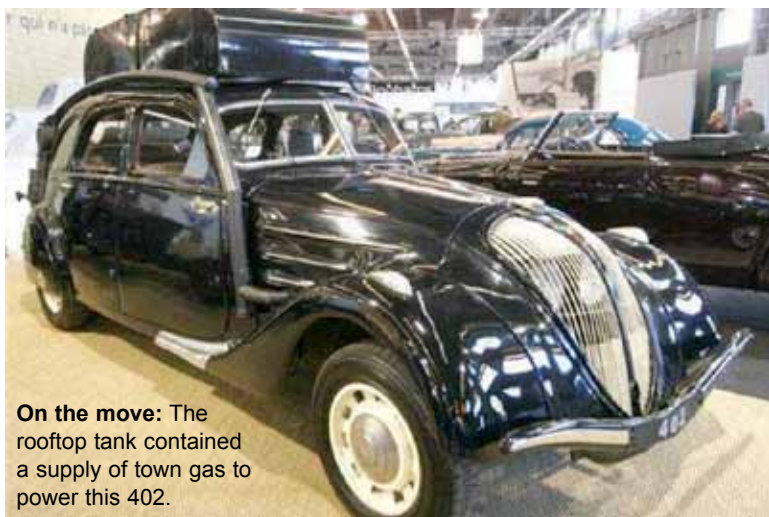
Wood gas was produced from wood or charcoal burner units mounted on the running boards or rear of cars and trucks – as it was in Australia and the US. If necessary, these gazogènes could be switched to town gas either compressed or stored in a gigantic rooftop tank, ammonia or acetylene.

Peugeot produced 447 of some 35,000 wartime 1,200 kg trucks with original gasifier equipment, but this was at a cost of their 402 engine power dropping from 45 hp to 34 hp and a slight reduction in speed.

Fuel consumption was 14 kg of charcoal or 45 kg of wood per 100 km and that was about the range.

Private motorists and motor cyclists chose from a range of after market gasogène equipment so they could use their transport.

Limited range: A 402 light truck factory fitted with a Brandt charcoal gas producer had a range of about 100 km



On the move: The rooftop tank contained a supply of town gas to power this 402.

Wartime memories: A restored Peugeot motor cycle with gasogène equipment.



Please, no midnight motorkhanas!



Showing the flag: New South Wales member Kim Slattery strengthened the Peugeot presence at the 2003 South Australian All French Car Day with his 505 GTi.

40 years ago

1973 Plans firming up for a Hunter safari in May. Andrew McPherson is willing to billet members above staying in hotels in his barn but, please, no midnight motorkhanas. Tasting convoys to Draytons, Tullochs and Tyrrells with a barbie at Andrew's on Saturday.

An unmarked, original 203 wagon advertised in the Herald at Renault Ashfield for about \$900 has a genuine 32,000 miles.

French bomb tests in the Pacific a shadow over plans for a July 14 uprising at the Chantilly Restaurant. Twenty Pugloads went to outings to Avon Dam and Colo, with complaints afterwards about the queues of slow Holden drivers.

35 years ago

1978 Peter Mathews of Narromine tells of trouble sorting out problems with his new Peugeot 504 in the bush when new in 1975. His brother at Parkes bought another that had crook steering column bushes and handling problems that took ages to track down.

This year's Bastille Day Ball to cost \$13 a head.

Paul Quinn turned up at the Amaroo Hillclimb in a 404 with an Alfa Romeo engine and 504 rear suspension. Editor Greg Churm was fastest in his two-litre injected 404.

30 years ago

1983 Prez Ross Berghofer brings news that the club has received the green light for club plates.

Damien Jenkins offers for \$6,000 a fully restored Peugeot 203 utility with a heap of new spares.

The Cosier clan put 12,391 km on the Peugeot 505 GR to go to the January Pageant in Perth and find only 10 other Easterners there. Anne, always ready for action behind the wheel, is fifth in the economy run while Graeme tracks down a 1915 Bébé on a run to the York Motor Museum.

25 years ago

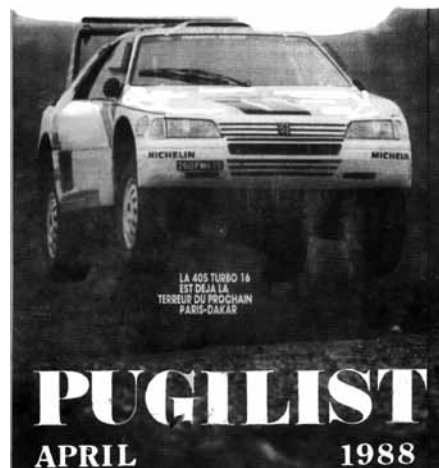
1988 A high note is famed operatic soprano Joan Carden, based at Paddo while singing in Sydney, joining the club with her Peugeot 505.

President Pat Dowling so disappointed that no-one came around to help with pool repairs in preparation for a club barbecue.

Advertising his 1974 504 for \$4,500, Brad Herford confesses that it has had a hard-driven 196,000 miles and has parking dings.

20 years ago

1993 The club runs out of chairs for its 20th-anniversary meeting, such was the enthusiastic turn-up, including out-of-towners. Fifty Peugeots at the Lion-up at Parramatta — the most president John Geremin has so far seen together. Seventeen 504s outnumber the 14 505s and seven 404s. Malcolm Goodwin's 403 is best vehicle with



Desert dualist: The April 1988 magazine shows a Peugeot 405 T16 in mid flight, ready to tackle the Pharaoh's Rally with a new engine.

Wal Glading's 504 HU-014 runner up.

Flash Flanagan has to push-start his 203 after running a car fridge all day.

Eighty members and families join an economy run ending at Rowland Pym's house for lunch and a tour of the amazing Peugeot collection.

10 years ago

1998 The surprise at the club's 25th-anniversary dinner was the arrival of Peugeot Concessionaires directeur général Shane Priest in his potent-sounding lugarno green Peugeot 406 Coupé. He said his wife turned more heads and fielded more questions when she drove it than he ever did, but she gave him names and phone numbers of potential buyers.

Syd and Cath Whalen got star treatment after their green Peugeot 504 had a bit part in the background in A Country Practice on TV. The show also borrowed their newborn twins for three months and supplied a nurse to help Cath with them at home.

David Haworth discovered an open ended spanner inside the rip in a damaged Pirelli tyre after his Peugeot 306 GTi6 had a flat.

Five years ago

2003 After 114 years of automobile manufacturing, Peugeot has produced its 40 millionth vehicle.

Woolloomooloo restaurateur Patrick Vanson's spray painter in France rang to say the local river had flooded his paint shop. However, Patrick's rally Pug was fine, high and dry up on the hoist.

South Australian-based George Watkinson, writing about the wonderful service his Pugs gave during his medical work in Africa, recalled that his friend Arnold drove a Peugeot 402 in Melbourne in 1953 while he had a Ford Model A.



Head turner: The Herald discovered antique dealer Antony Davis was promoting his Wemyss gallery in Wentworth Avenue with a Peugeot 203 wagon named Lulu back in 1997. Once it was sighted delivering a table to Government House. Antony has since moved to the historic Braidwood scene, where he is flogging antique carriages and historic memorabilia.

Buying parts from Europe

Steve Palocz

THIS ALL STARTED earlier last year. I was working on my 604 front suspension when I accidentally pushed the flexible front brake hose and it split like a piece of spaghetti!

I thought damn I don't want this now, as I was working on something else.

Then I realised that this was the best place for the brake hose to split — in my garage.

The brake hose could have broken while I was a couple of hundred kilometres from home.

I checked my spares and found a good spare brake hose, which I installed then and bled the brakes.

I also realised that this spare brake hose was about as old as the one that split, but it was flexible unlike the brittle old brake hose.

I realised I just didn't feel comfortable driving around with brake hoses that are over thirty years old. We use our 604 daily and I try to replace parts before they fail and do inspections of the car whenever I do any servicing or repairs.

I tried various Peugeot parts suppliers in Sydney and Melbourne, who didn't have brake hoses for my 604.

I went on the internet and found Franzose (in Germany) who supply parts for Peugeot, Renault and Citroen.

They appeared to have everything mechanical for the 604 — from the front to the back of the car. There are also three or four parts suppliers in France for older Peugeots.

I have not had experience with the French Peugeot parts suppliers and base my experience with Franzose.

Franzose have a minimum freight charge of €30. Having a 404, 504 and 604 this minimum

freight charge is not a problem because there are many parts I want for each of my older Peugeots.

My main focus is my 604, so I ordered new front and rear brake hoses, new front calliper piston seals and dust covers, new rear brake callipers and other parts.

In the end, the freight charge per part was less than €3 (approx \$4 per part) and my 604 now has as new front and rear brake callipers and new brake hoses.

These brake hoses are only around \$16 each. Both I and my 604 feel much better.

My attention is now on my older cars ie. my 404 and 504.

Some months after renewing my 604 brakes I looked into replacing the brake hoses, calliper seals and other parts on my 404.

My 404 wagon had been around Australia and other Pug trips before I bought it so I wanted to overhaul the front suspension struts and exhaust system, as well as the brakes — I now had a big list of parts that I wanted.

This brings me to a warning when ordering brake master cylinders and brake hoses on 404s and 504s.

There were changes to the brakes between the early and late versions of these cars and the master cylinders and brake hoses are not interchangeable within the series.

As I browse what is in the catalogue I see many interesting things, for example 404



mudguard chrome trim plastic clips. These are available in OZ for a \$1 each. Franzose are 30c each. I wanted around 25 so there is a good saving here.

604 and 504 Dunlop mag wheel stickers. Mine have turned black after 35 years: \$12 for five. I have never seen them anywhere for sale.

404 brake master cylinder only \$40. Why buy an overhaul kit?

I quickly built up a huge order that I cut back because I would be stock piling too many parts and destocking my bank account too much. Ordering around twelve parts spread the freight cost to around \$3 per part, which I think is reasonable.

For heavy orders over 10kg, Franzose is around €30 less than some other Peugeot parts suppliers in Europe. That's about \$38 less so keep this in mind.

Franzose list many genuine Peugeot parts, as well as non-genuine parts made in the EU.

The parts take about two weeks to arrive after the order is paid. The large box of parts in the picture came as surface airlift, which takes an extra week but was only \$55 for freight.

From time to time I keep hearing owners of 306, 405 and now 406 saying it is difficult to get parts for their modern cars.

Peugeot seem to be in a unique position in that it is now very easy to keep your 30, 40, 50 or even 60 year old Peugeot going with good parts availability.

So if you are having difficulty getting parts for your 15 or 20 year old Peugeot an alternative to buying a newer Peugeot is to look for an older Peugeot!

Keep an eye out for a good condition rust-free older Pug and forget about depreciation!

<http://www.franzose.de/en/>



Der Franzose
Citroën Peugeot Renault
Pièces classiques

For sale

205 CTi convertible, automatic, reg BM41AI. Car is in very good condition throughout reg is due in July 2013. As seen in December magazine page 24, car can be seen in Five Dock or southern Sydney \$12,500. Mark Donnelly, 0412 832 574

404 ute and station wagon for spares for sale. Both were registered til 2012 and drive well but bodies not registerable. Lots of parts as well. Open to offers. Vehicles are in Northern N.S.W. ph. 02 6679 3405

405 Mi16 1992. Rego until 25th Sept. It goes well but has a few minor body imperfections! I'm in Armidale, northern tablelands (halfway between Brisbane and Sydney) and was looking for about \$2,200 for the car. Catherine, ctowsey@tpg.com

405 SRDT, 7/1997, platinum silver, airbag model, 305,000km, sold and serviced by Coles, Lismore, owned since 2008, full paper history, new timing belt, rotors & pads, near new battery, good condition, worth a look, reg ES 901, to July 2013, Errol Smith, near Lismore, 6628 2004.

406SV 1998 5 sp manual, 3 litre V6 petrol, Tuscan red (burgundy pearlescent), light grey interior, 200,000km. Immaculate, one owner, dealer serviced from new (2004 to present by Allan McKay Autos). Full log books & invoices, always garaged, non smoker owner, good Michelins front (done 17K), Continentals rear & spare. Plus 4 Michelin MXV3 average 50% tread remaining. Recent work includes: New timing belt & front pads @175K, F & R anti roll bar links @189K & air conditioning

re-gas @188K. Major 200K service done 21Jan 2013, including new engine coil pack, reseal oil leak from rocker cover & a new gear lever knob. Special reg, B & W plates, SV406, no annual fee (SV is the 406 model designation for the V6). Reg to 27 Nov 2013, Fuel economy range 7.5L to 10.2L/100Kms, Displayed at All French Car Day. \$5,990 or near offer. All reasonable offers considered. Photos on carsales.com.au. Greg, Kingsgrove, 0414 951 999, 9150 9984.

504 Diesel Sedan 1982, runs well, Unregistered, \$1,000ono. Wesley Broomham, Canowindra, 0428 422 304

504 1976 white wagon. 5 sp man. Ti injection motor, twin fuel tanks, H/Duty limited slip diff. Very nice to drive, no rego. Some rust, some parts. \$1500.ono. Nicolas Peters, Winston Hills 0401 516 165 or 02 9639 6864

505 GTi 12/1985 Auto. Silver, series 1 sedan. A genuine 130,000km with log books. Have previous owners history. Sun roof, ice cold air con. Interior: blue velour in very good condition. Exterior: has two little spots of rust, repairable. Otherwise this car has show qualities. Remember there aren't too many cars left with these km and that drive as tight as this does! Asking \$5000.00, I'm negotiable. Nicolas Peters Winston Hills 0401 516 165 or 02 9639 6864

505 GTi Wagon 1991 Auto, 242,000km. Midnight blue, timing belt, drive belts, water pump all renewed at 220,00km. 12 months rego, mag wheels, all new front suspension bushes, ball joints etc, with new gas shocks, new Cd player with MP3 socket,

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 17 APRIL. 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.

interior excellent, paint fair, runs and handles as new, towbar newly fitted, a/c not working. \$3000ono, Cal Makin, Mudgee, 6373 3535.

Parts

Alternator - 100amp. Light up the road with this one or put a boom box in the back of your Peugeot. This alternator is in very good condition. It has an inbuilt regulator so the wiring is very easy. Bearings are good and the rotor spins freely. \$1 per amp or cheaper if you buy all 100amps for \$90. Steve, 0409 504 604

406 mag wheels (four). Includes all wheel bolts. Two wheels half tread left. \$275 for all four. Wreckers want \$80 per wheel. Steve, 0409 504 604

406 Parts. New front disc rotors (QH brand) and pads, \$150. Dipstick for the 2.0L engine (2000 model year) \$10. Haynes manual for the 406 in perfect, never used, condition. \$30. I am open to sensible offers on all of the above. Neil Inglis, 6337 1480, 0429 371 480, neil.i@bigpond.com.

505, 5x14" alloy rims from a GTi wagon. These are in very good condition and come with a set of nuts and centre caps. These wheels always balanced up well — \$300. A never used (ie. brand new old stock) Weber 32DIR carby kit for the 2.0L 504/505 engine. When I installed a similar

carby into my 505 a few hundred thousand km ago, it made a significant difference. There wouldn't be many of these around now! \$400. BA10 5 speed gearbox, synchromesh springs weak or broken on 2nd gear and 3rd/4th gear. Gears and bearings are in good condition — \$100. I am open to sensible offers on all of the above. Neil Inglis, 6337 1480, 0429 371 480, neil.i@bigpond.com

Free

404 rear seat back and base. Black vinyl. The seat is in good condition. Steve, 0409 504 604.

406 rear seat folding back and base for a D8 406 (late 1990's model). Grey with pattern velour in very good condition. Steve, 0409 504 604

Wanted

405 Mi16 in good condition, with a RWC., Doug Brockfield, 03 5727 3740, 0418 570 256, douglasbrockfield@bigpond.com

505 auto Executive or GTi. Must be straight and rust-free, roadworthy and registered. Phone Bruce Lang, 0413 582 111

RCZ record

Simon Craig

ON 14 FEBRUARY, Magna Steyr in Graz, Austria celebrated a special anniversary: the 50,000th Peugeot RCZ rolled off the assembly line.

As February 14 is Valentine's Day, it comes as no surprise that the colour of the anniversary car was red.

Magna Steyr has been producing the RCZ since 2010 and passed the 30,000 mark in 2011.

The employees celebrated the anniversary together with Peugeot, dealers and regional representatives of the media.



**NOW
ALSO 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.

**321 Middleborough Rd
Box Hill VIC 3128
Ph: (03) 9899 6683
Fax: (03) 9890 2856**

**Unit 3/10 Pioneer Ave
Thornleigh NSW 2120
Ph: (02) 9481 8400
Fax: (02) 9484 1900**

eai@eai.net.au

www.eai.net.au



PEUGEOT
MOTION & EMOTION

PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
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
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	436 Malvern Road	SOUTH YARRA	VIC 3153	03 8290 2844
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhuntly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
Ipswich European	Sales Showroom	34 Brisbane Street	IPSWICH	QLD 4305	07 3454 4111
	Service & Parts	21 Limestone Street	IPSWICH	QLD 4305	07 3454 4111
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, 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	63 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6185
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

AFTERcare

WE CARE FOR YOUR PEUGEOT AS MUCH AS YOU DO

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

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.