

the pugilist

August 2013

Magazine of the
Peugeot Car Club
of NSW Inc





Head turner: A 1924 Hotchkiss AM is the centre of attention at the 2013 NSW All French Car Day.

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Peugeot's hottest car



Mike Costello

PEUGEOT AUSTRALIA will get its hands on twice as many RCZ Rs as expected, with 40 of the manic 200kW coupes now scheduled to touch down here in March 2014 from about \$75k.

Earlier this year, the company said it would secure about 20 out of a global allocation of 500. The stroke of luck that has seen this allocation double may be a result of continued market decline in Europe, paired with Australia's voracious appetite for performance cars of almost any stripe.

The news comes as the French brand revealed the RCZ R's full specs ahead of its world premiere at this weekend's Goodwood Festival of Speed.

Headlining this new information is the fact

The cover

Tony Newell's 1999 306 Cabriolet next to Graham Taylor's 1969 404 at the recent Battle of Waterloo in Canberra

Picture: Simon Craig

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that Peugeot's engineers have wrung a rather astonishing 199kW at 6000rpm and 330Nm between 1900-5000rpm from the car's familiar 1.6-litre turbo – a PSA engine used in a wide range of applications including the Mini Cooper.

The Euro 6 engine has an almost unprecedented specific output of around 128kW per litre.

It is easy to envisage such a highly-strung engine having longevity issues, but Peugeot says it has taken steps. First, the engine itself is reinforced by a specific heat treatment prior to machining to improve durability.

The twin-scroll turbo has been re-designed, as has the steel exhaust manifold. New Mahle Motorsport pistons, compressed at 9.2:1, are constructed of Formula One-grade aluminium.

Finally, the con rods were specified to withstand continued use at high engine speeds, and the bearings are covered with a polymer coating that can withstand the subsequent higher cylinder pressures.

"To get 270bhp and 330Nm of torque from a 1.6-litre engine and be resistant to sports use on the racetrack, it was necessary to introduce new high-performance, competitive solutions," said engine development manager Thierry Chauvet.

"Peugeot Sport has all the skills to do this. Research and development teams brought together their experiences and expertise to ensure the sustainability of the car and its industrial application."

Technical manager Cyrille Jourdan added: "downsizing is a logical approach, not just in production vehicles but is also happening at the forefront of Motor Sport, with the major disciplines soon to use a turbocharged 1.6-litre, and even Formula 1 is doing this in 2014!"

Peugeot also chopped 17kg out of the car's kerb weight compared to the regular petrol RCZ, trimming it to 1280kg.

As such, the car is Peugeot's most powerful road car to date, and has a claimed zero to 100km/h time of 5.9 seconds compared to 7.5s on the regular car.

Underneath the stylised bodysheet with new boot-spoiler sits a wider track, bigger camber angle, wider rims and Goodyear Eagle F1 Asymmetric 235/40 R19 tyres. The suspension has harder dampers, while Peugeot also adds stiffer springs and a stiffer anti-roll bar to help agility.

The car also features a track-tested Torsen differential to put the power down through the front wheels. A six-speed manual gearbox is expected to be standard fit.

Peugeot has fitted four-piston calipers, which allow a significant gain in stiffness and therefore pedal stroke, with 380/32mm discs. The car can stop dead from 125km/h in 61 metres.

Opening the door reveals what Peugeot calls "a cockpit of purpose", with unique embossed sills, red stitching on the dashboard and leather steering wheel, and white on the gear-lever gaiter, door panels, armrests and seats.

The leather and suede sports seats are new, as are the chrome console highlights, shift-shift gear stick and the shrunken steering wheel.

The regular RCZ retails here for \$58,990 plus on-road costs in either petrol or diesel guise, with the R expected to command a premium of about \$15,000.

— from GoAuto

Red delight: Peugeot Australia's allocation of RCZ Rs has doubled to 40.



Peugeot wins again!

Ross Berghofer

CONGRATULATIONS TO the club and to the winners, as Peugeot wins again at the 2013 All French Car Day.

Best French car on the day went to Peter Harvey, with the best modern going to David Schultz.

These cars were selected by the independent judges of the Council of Motor Clubs.

It is pleasing to see that trophies in all the categories of classes were won by cars and members not usually seen at AFCD.

The use of Silverwater Park as the venue for AFCD was approved by the park ranger of Auburn Council only a couple of days before. There had been a lot of rain in the fortnight leading up to our event, but the rain cleared long enough for the park to dry out. And later that day at 10pm, it started to rain again.

A big thanks go to the helpers and participants on the day for making the Peugeot display a big success.

Costings of income and expenditure are being determined to ascertain the financial

implications for our club.

With the annual general meeting on 7 August, assistance is required for the committee positions. New blood is desperately required, otherwise current committee members are forced to accept more and multiple responsibilities.

I do not regard it as a healthy situation to have too much power in too few committee members especially when, referring to myself, I have been on committee for such a long period of consecutive terms.

In particular, the committee is looking for an honorary treasurer and a secretary. Both positions will be offered support to be able to successfully attend to the tasks of the roles on behalf of our club.

In the meantime, keep on Pugging on.



Peter Harvey (L) accepts the top award of Best French Car from Ross Berghofer (R)

Burwood Spring Festival 22 Sep

THE CLUB HAS been invited to the Burwood Spring Festival Show and Shine at Burwood Park in Burwood on Sunday, 22 September.

The Show and Shine is being run by Burwood Council and entry is \$10, with proceeds going to the Burwood SES.

Entry is open to vehicles that are 20 or more years old, unless it is a street machine, hot rod or special interest vehicle or motor cycle.

Entry is via Park Rd from Rowley St from 7am to 9:30am.

CMC judges will be in attendance for the many prizes on offer.

You must submit an entry form by the 9 Sept to enter. The form is available on our website: www.peugeotclub.asn.au/2013burwoodentry.pdf

Annual General Meeting

Simon Craig

THE CLUB'S AUGUST MEETING will also be the Annual General Meeting of the Peugeot Car Club of NSW. There are lots of things that need to be discussed, such as your future participation.

As per our constitution, all positions will become vacant and have to be filled at this time. There are some people on the current Committee that no longer wish to stand for another term, and now is the time to consider

whether you can make a contribution.

As well as the more high profile roles of President, Vice president, Secretary, Treasurer, Editor, etc. there are plenty of other jobs that need doing.

Even the role of general committee member is a valuable one and we need to fill five spots in this role alone. This does not take up much time and could give you a say in how the club is run.

The AGM will be held on the **7 August**. The meeting gets underway at 8pm.

Shannons Classic 18 August

Simon Craig

THIS YEAR'S Shannons Sydney Classic is on 18 August at Sydney Motorsport Park (formerly Eastern Creek Raceway) and promises to be every bit as enticing to car buffs as in previous years.

There is a special display of 1963 cars being organised by the CMC, with two centurions featuring this year (100 yrs of the Aston Martin Company and 100 yrs of the Morris Register).

Over 1900 Veteran & Classic vehicles from 150 clubs will be on display and on parade, including cars, bikes, scooters and military vehicles.

There will be trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.

General admission is \$15 — Kids under 12 years & Parking are free.

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Stuff to do Family Track Day

25 August



The club is once again invited to a Family Day with the HSRCA, this time at Goulburn's Wakefield Park circuit. Wakefield is a larger circuit than Marulan, but with lots of "safe" run-off areas and some challenging corners to hone your driving skills.

Helen Louran

Get those gloves, helmets and race gear back out again, and get ready for maybe our biggest Family Track Day of the year — this time at Wakefield Park — on Sunday, 25 of August. This is the Sunday after Shannons Eastern Creek Classic at Sydney MotorSport Park.

We're once again invited by the HSRCA, for yet another great Family Track Day, along with the Renault, Citroën and Fiat clubs.

Try not to miss this one. It's been four years trying to organise this.

Entry forms and info sheets are available from me (Helen) or at www.hsrca.com

I ask that the Expressions of Interest and Entry Forms be submitted early as it would save time on the day, and as they'll be at least 50 or so participants.

That way, we only have to worry about registration and organising AASA Licences if required, on the day.

Costs

Entry fee per person is \$140, plus a Wakefield park AASA licence (valid for 12mth) of \$50. If you have a CAMS L2S licence, the AASA licence is not needed.

Helmets can be hired for \$20, with a \$50 deposit to prevent the helmet going home with you.

16yr olds and up are welcome and there will be Instructors / Trainers

Cars will be scrutineered. We recommend that tyre pressures for road cars be increased by up to 10psi over normal. For front wheel drive cars consider having more pressure in the front tyres than the rear, depending on your skill level. Open cars must have roll-over protection.

Drivers

Drivers must wear non-flammable clothing covering neck to ankle to wrist and closed shoes plus helmet and gloves.

The Program

The day will begin at 7.30am with sign-on and scrutineering and conclude by shortly after 4pm. A drivers briefing will be held at 8.15 and is compulsory. The drivers briefing will be combined with a track walk, except for drivers with both competition experience and known to us, who will be offered a separate briefing. A tutorial for those with limited or no track experience will be offered and focus on heel-and-toe gear changing and cornering lines.

Scrutineering will begin early and overlap with sign-on and the drivers briefing.

At this stage we propose to arrange the program as follows. It is subject to entries received and will be adjusted for performance differentials.

Two types of sessions:

- Trials — driver learning or under instruction by passenger or lead car/s,
- Events — for experienced drivers using elapsed times, regularity or races.

Two car categories

- Racing and sports racing, — Racing cars eg groups FV FF MO JKL, and sports racing cars including Clubman cars
- Production cars - Closed cars and production sports, with possibly a limit on heavy, high powered closed cars

Grid sizes for inexperienced drivers will be limited for safety reasons.

Trial sessions will enable drivers to have an instructor in the car. Wakefield Park rules require sessions with passengers to have all cars in the session with passengers. All passengers must be approved by the HSRCA and Wakefield Park Management and complete an indemnity form.

Those new to circuit driving or motorsport should learn the meaning of lights and flags that will be used before they arrive. We will send you information. Anyone who has a colour recognition problem should advise us so that we can be assured of your capacity to distinguish light or flag signals.

Conduct

Drivers are expected to drive responsi-

bly, respect other drivers and obey any directions of HSRCA officials or Wakefield Park Management. Driver's must sign on and be wrist-banded to confirm their right to participate.

Consumption of alcoholic beverages by drivers or their helpers is expressly forbidden until all on-track sessions for the day are completed.

Driving the track

The track offers high visibility and some interesting challenges yet breathing space to prepare for most corners and plenty of run-off areas. However, there are traps and these will be pointed out during the track walk. A typical family car can average 90-100kmh and may exceed 110kmh in four sections with the main straight allowing the highest speed. Consequently, braking is an important matter, not only your ability to judge braking distances but avoiding brake fade.

Getting there

Wakefield Park is located on the Braidwood Rd 10km south of the Hume Highway. See their website for further details www.wakefieldpark.com.au.

Accommodation

Accommodation is available at the track or in the motels and caravan parks in Goulburn. Camping on site is also permissible. To stay on site, contact Wakefield Park before the meeting.

Contacts and entry form

Entry forms should be sent to members@hsrca.org.au. For further information see the HSRCA's website (www.hsrca.com), contact Richard Cardew by voice or text on phone 0405 459 546 or rcardew@iprimus.com.au. Further information will be provided to entrants.

My details are pinky206cc@optusnet.com.au or call me on 0413 594 792.

See you at the track!

Club diary

Tue, 6 August

OASIS Run to Kurrajong Radio Museum

Wed, 7 August.

AGM, Veteran Car Hall, Five Dock, 8pm.

Wed, 14 August

Committee Meeting, Parramatta Workers, 8pm.

Sun, 18 August

Shannons Sydney Classic (Eastern Creek).

Sun, 25 August

Family Track Day, Wakefield Park.

26 August — 4 September

Cameron Corner Run with Neville.

Wed, 4 September

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

Sun, 8 September

NSW Motorkhana, round 5, Nimimba.

Wed 11 September

Committee Meeting, Parramatta Workers, 8pm.

13-15 September

Oh3 Weekend, Hill End.

Wed, 2 October

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

Wed, 9 October

Committee Meeting, Parramatta Workers, 8pm.

Wed, 6 November

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

Wed 12 November

Committee Meeting, Parramatta Workers, 8pm.

Pugger Buggers in the Corner



from 26 Aug

Grahame Foster

Neville Summerill will be conducting a trip commencing at Balranald north and circling the Corner Country in the far west of NSW, returning 10 days later to Hay.

Commencing at the Balranald Motor Inn at 8:30am on Monday 26th August, the trip will be about 3,000 kilometres in total and on primarily gravel roads. The trip will be suitable for most two wheel drive cars (driven sensibly), with both fuel and food readily available en-route.

Although accommodation is available in hotels and caravan parks, it is extremely limited in some areas, and thus there will be up to seven nights camping out. It is suggested that participants plan to camp out regularly as the route may change due to prevailing weather and road conditions.

Therefore Neville suggests that accommodation is not booked in advance.

So come along and enjoy the Great Outback,

The Mungo National Park (NP), the Darling River and the old towns along the way, including the ruins of past gold mining days. Not to mention the hospitality of the people of the Corner Country and the wonderful scenery along the way.

Note: All the overnight stops have hotels, some cabins and camping grounds. For those that absolutely must stay in hotels, book

ahead, be aware that weather conditions may preclude the group's exact location. The roads in the area have been all graded recently.

It is suggested that all participants have a CB (UHF) radio, at least a hand-held one, for the trip.

Contact Neville Summerill on (02) 6458 7208 for detailed information, or write to PO Box 133, Bombala 2632 NSW.

Day 1	26 Aug	Balranald, Mungo NP to Pooncarie	320km
Day 2	27 Aug	Pooncarie, Menindee, Wilcannia	320
Day 3	28 Aug	Wilcannia, Paroo Darling NP, Wanaaring	320
Day 4	29 Aug	Wanaaring, Tibooburra	240
Day 5	30 Aug	Tibooburra, George Loop Road, Tibooburra	180
Day 6	31 Aug	Tibooburra, Cameron's Corner	140
Day 7	01 Sep	Cameron's Corner, Tibooburra	170
Day 8	02 Sep	Tibooburra, Milparinka, White Cliffs	250
Day 9	03 Sep	White Cliffs, Wilcannia, Ivanhoe	290
Day 10	04 Sep	Ivanhoe, Hatfield, Penarie, Oxley, Maude, Hay	250



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Hunter Valley Gardens Spring Cruiz-In

20 October

Bill Kalb

The Newcastle Restored Vehicle Club (NRVC) will be holding the Hunter Valley Gardens Spring Cruiz-In, and the Peugeot Car Club of NSW is invited.

The Hunter Valley Garden Spring Cruiz-In will be held on Sunday 20th October 2013 with a 60km trip from Glendale Shopping Centre to Pokolbin.

The Cruise will begin early with a mass assembly of approximately 600 vehicles on display from 7.00am at the Stockland Glendale Shopping Centre.

Then at 9am the largest convoy of Classic, Vintage, Street Machines, Veteran, Hot Rods, Motor Bikes and Commercial vehicles in NSW will set out for the award winning international tourist destination that is the Hunter Valley Gardens at Pokolbin.

The scenic route will cover 60 kilometres through Edgeworth, George Booth Drive, West Wallsend, Buchanan, Mulbring, Elrington, Kearsley & Cessnock to the Hunter Valley Garden Village on Broke Rd. Pokolbin. All profits will be going to Roadwhyz — a Hunter Valley community initiative to combat young driver fatalities in

the area. (www.roadwhyz.com).

At the Spring Cruiz-In event you enjoy: DJ Vinnie 1950s & 1960s Rock & Roll Music, stalls, face painting, food, and much more.

There will be prizes for their best selection of vehicles, fantastic raffle prizes.

Entry fee \$5.00 entitles one Goody Bag per vehicle — to be paid after entry to the Hunter Valley Gardens. Entry forms filled in at the Hunter Valley Gardens on the day.

Contact NRVC Club Captain Bill Kalb on 0428 465 057 (or email kalb.b@bigpond.com) or Mick Saide on 0448 203 025 for more information.

For anyone wanting the weekend away come and check out an Open Day on Saturday 19th October. Visit the Lost in the '50s American Classic Car Museum from 9.30am to 2.30pm at Cameron Park, Newcastle.

You'll be amazed by the 65 rare cars and memorabilia in the museum. This place has to be seen to be believed.

For details about the Museum check out the web site at www.lostinthe50s.com.au or phone 02 4955 2445

Look forward to meeting with you.



JOIN US FOR THIS YEARS SPRING CRUIZ-IN A 60KM TRIP FROM GLENDALE TO POKOLBIN

7.00am Cruise assembly at Stockland Glendale Shopping Centre

9.00am The largest convoy of Classic, Vintage, Veteran, Hot Rods, Bikes & Commercial vehicles in NSW set out to Hunter Valley Gardens in Pokolbin.

The scenic route includes - Edgeworth, George Booth Drive, West Wallsend, Buchanan, Mulbring, Elrington, Cessnock then to the Hunter Valley Garden's Village.

Music • Stalls • Face Painting • Food & More

Prizes for best selection of vehicles & raffle prizes

Entry donation \$5.00 to be paid after arriving at Hunter Valley Gardens Shopping Village.

The first (500) vehicles will receive one Goody Bag each and on completion of the entry form you will receive a proof of entry car registration sticker. **ONLY COMPLETED** entry forms will entitle entrant to be included in the Show Judging and also be eligible to WIN spot prizes during the day. Entry forms filled in at the Hunter Valley Gardens on the day. All profits donated to ROADWHYZ.

19th October 2013 visit LOSTINTHE50's American Classic Car Museum 9.30am to 2.30pm Stay at Harrigan's Irish Pub & Accommodation from \$188 including breakfast. To book call 02 4998 4300. Terms & conditions apply.

ENQUIRES

NRVC Club Captain Bill Kalb 0428 465 057
Shannon's - Mick Saide 0448 203 025

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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. This year's in Wadonga, Victoria, whereas Boonah, QLD will host next year's venue.

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

Your benefits

- Club members get this terrific magazine 11 times a year.
- Technical advice is available from model registrars and from fellow members.
- Some help to track down spare parts.
- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up.
- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

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

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

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

Our alliances

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

How to join

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

The Puglist

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Other copy before then if possible.

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

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

Who are ya gonna call?

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• Video library, Steve Palocz
• General inquiries Anne Cosier,
9456 1697

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

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203 Rob Oakman 9623 2526
205 Anthony Musson

0428 352 310

206 Simon Craig 9630 9668

306, 405 Philip Challinor

9456 2989

403 volunteer required

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

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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

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The pride of Willoughby





Lion joins the June feast

Peter Wilson

RECORDS TUMBLED as Australian new car buyers took advantage of low interest rates and chased end-of-financial-year bargains in numbers – and Peugeot was among the winners in the boom.

Automobiles Peugeot Australia sold 708 vehicles in June – more than in April and May together – and had its best month since 2009.

Three industry records were set.

- Vehicle sales of 118,758 units were Australia's highest month, eclipsing the previous June's record by 5.5 per cent;

- Sales of 573,711 units for the first six months were up 5 per cent; and

- The 12-month tally of 1,137,889 was the best for any financial year or calendar year.

Peugeot rose in the charts to No 20 in June and, being more than 100 cars head of Renault's 605, reclaimed its role for the month as the leading French make.

It was good news, along with UK Peugeot sales being up 7 per cent, making the country the brand's third biggest market after France and China, in a period when the Peugeot global result for assembled vehicles dived 10 per cent.

Headquarters at Homebush pointed out that its 708 total in June was almost 100 cars ahead of the 618 in June 2012 and a 14.6 per cent increase year-on-year.

The size of Peugeot's recovery after the fall in sales to 377 in April and 376 in May supports the theory that canny buyers were delaying decisions until the June deals.

Peugeot's year-to-date total of 2,832 was 102 ahead of the first six months of 2012 and held promise of an improved calendar year result on the past two years.

A statement from Peugeot attributed its bumper June result predominantly to record sales of both the 4008 SUV and 208 hatch.

"For the 4008, it was the best month since its launch in May, 2012," the press release said.

"With 185 units sold, the Peugeot 208 also saw its best month since launch in September last year and is the top seller in its class year to date."

"This is a fantastic result and comes off the back of a lot of hard work from the team here at Peugeot Automobiles Australia," general manager/director Bill Gillespie said.

"The market is incredibly competitive and June was a hard month but sharp pricing on 4008 and 4007 combined with the growing popularity of the 208 helped us exceed our target."

Peugeot stepped up promotion for its sale. In contrast to a few years ago, when it spelled out its offers in print in the Herald Drive section, this year it went for radio audiences in both AM and FM bands and with carefully targeted 30-second television ads that even turned up on cable channels.

It also kept up its digital onslaught; as anyone who has googled Peugeot on their computer knows Peugeot arranged to slip in its reminders at the top of the results.

Dealers welcomed the boost in interest that stemmed from the campaign, though it was noted that inquiries fell off when the radio season ended and they are waiting for the next round.

The Mitsubishi-based SUVs have helped give Peugeot a catch-up presence in the booming segment, but with their premium over the Japanese brand's price for their different equipment they did not realise the volumes expected.

Results for the 4007 improved when the price came down, but now stocks are believed to be near their end.

The 208 may lead the relatively small premium small car segment, but is effectively competing with the many lower priced and more widely known small cars.

It has also been competing since its introduction against the 207 in Peugeot showrooms. Stocks of the 207 are near final runout and the 208 will soon be on its own.

Best result for 208: Robots may fit the windscreens at the Poissy assembly line but there's nothing like blokes to make a good job of putting the doors on.

The 208, with 21,000 sales this year, has spearheaded the UK sales boom and it has been the top-selling diesel in its segment in Europe but the oiler is not available here.

The next big emphasis in Australia will be on the 208 GTi and it is inevitable that this will flow on to more awareness of the whole 208 range.

Peugeot, looking to a lift in results from each new model it introduces, noted its all-new 5008 people mover recorded 29 sales in June and proved so popular – it is understood there was a big business order – that the allocation for July has already been sold.

An indication that its 2008 small SUV could do well in the fourth quarter was the big demand in June for that premium segment.

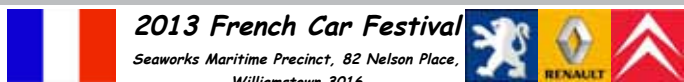
The swing to high riders is gathering pace. Almost one car in three sold in Australia this year has been an SUV and a total of 170,539 have gained plates, according to VFACTS figures.

Australia's top-selling models in the six months were Toyota's Corolla (20,970) and HiLux (20,721), both ahead of the Mazda 3 (20,077).

Of other French makes, Renault's 607 in June and its year-to-date of 2,873 (up 44 per cent on 2012) were records and while Citroën's price slashing improved its June result to 105 units, its six months was still down 34 per cent.

Several European brands did well in June, including Fiat (426, up 121 per cent), Alfa Romeo (188) and Porsche (140).

Not every make shared the boom. Volkswagen fell 19 per cent to 5,220 in a backlash over failure to respond to its problems with the DSG double clutch transmission, Volvo was down 9 per cent (586), and Skoda 8.1 per cent (397).



2013 French Car Festival

Seaworks Maritime Precinct, 82 Nelson Place,
Williamstown 3016

www.frenchcarfestival2013.net

Host: Renault Car Club of Victoria
PO Box 111 Heidelberg, 3084

Ken Marriott ph 0418 178 788 ken.marriott@hmlisureplanning.com
Paul Stewart ph 0459 145 251 pa_stewart@bigpond.com



The Renault Car Club of Victoria
in association with other French car and cycle clubs
invites you to

The 2013 French Car Festival

9.30am - 3pm Sunday October 20th

Seaworks Maritime Precinct
82 Nelson Place, Williamstown

The Festival will be opened by the Mayor of Hobsons Bay, Ms Angela Altair.

Major awards will be presented by the French Consul General, Mrs Myriam
Boisbouvier-Wylie.

The Festival will feature vintage, veteran and current day models of many French car
marques, dealer displays, music performances, French cooking demonstration by Gabriel
Gate, food and coffee stalls, car detailing demonstrations, merchandise stalls, raffles, a
specialist French car advice tent and an on-site Tavern.

Music from The Long and the Short of It, Alan Black and Williamstown High School.

The Festival will be filmed for screening on *Classic Restos* on Channel 31.

French cars of any age and condition are invited with awards being made across all eras. A
special award will also be made for "barn find" and "restoration in progress" cars.

Special undercover parking will be reserved for cars of particular distinction. For further
details concerning the Festival, the Saturday evening pre-event social gathering and special
parking needs or contact Ken Marriott or Paul Stewart on the above numbers.
Visit our web site www.frenchcarfestival2013.net

Sponsors: Renault Australia Essendon Renault Bayford City Peugeot Bayford Citroen
Williamstown Chamber of Commerce Melbourne Seaplanes Caravelle Imports



Dropping in: Peugeot's design a unique
blend of wood and carbon fibre.

Surf's up Peugeot style

THE PEUGEOT DESIGN LAB has come up with its sleek
new take on the surfboard.

Its wave rider is a slab of timber and carbon fibre that is
a salute to its performance-focussed models, including the 208 GTi,
the hot RCZ R coupé and the glamorous Onyx concept car from the
2012 Paris motor show.

The high-tech board features a smooth, "clean cut" design, with
its "Motion" end featuring racy, carbon-fibre fins and the nose of
the board - or the "Emotion" end - finished in a natural wood look
with GTi branding.

It is "designed to give a responsive, exhilarating and agile ride
quality", Peugeot said, announcing that it would
be shown at the Goodwood Festival of Speed.

Peugeot makes no mention of seeing it in
action.



OASIS

Tues, 6 August

Reg Short

Have you been on an OASIS Run?
They are run by the Morris Minor Picnic
Club and our club is invited.

August's OASIS Run will be to the
Radio Museum at Kurrajong.

We'll meet at McDonald's at March
Rd, Richmond for 10:15am departure.

Our tour starts at 11am and entry is
\$10, including morning tea.

Lunch will be at Kurrajong Heights
Hotel at approx 12:30pm at 1349 Bells
Line Of Road, Kurrajong.

Oh3 Weekend '13 at Hill End 13th-15th September

Explore this historic gold mining town near
Bathurst, that in the 1870s, had 5 banks,
8 churches and 28 pubs. Visit the old hospital with original surgical equipment,
take a tour through the old mine, or even with ghosts!

Bring your camera and experience the magnificent colours of Hill End.
Visit the houses that our recent artists used to capture it, including
Geoffrey Smart, Margaret Olley, Brett Whitely and many more.

\$210 for 2 nights (\$105 per night)
for 2 people at Hill End Lodge Motel,
including 2 continental breakfasts.
\$20 per night per extra person.
\$10 per person for hot breakfasts.
\$39 per person for 3 course dinners.
Picnic lunch for Saturday.

Motel / John Carter
P. 02 6337 8200
E. hillendlodge@bigpond.com

Organiser / Jim Kearns
P. 0400 494 561
E. jkearns@bigpond.net.au



Please Note. Roads are Bitumen

The big party wasn't to blame

Peter Wilson

THE YEAR OF the club's 40th anniversary celebration has ended with its finances in the red to the tune of \$2,013.

It's not a hangover from the partying because the anniversary events that so many members took part in paid their own way.

The loss is mainly because of heldover costs from the major activities of the previous year. The club closed its books on 30 April 2012 before all Easter Pageant bills had been paid and the main reason the club had a bumper \$6,087 surplus was that ample money was in the kitty to pay for them.

Hence the special event payments in 2012/13 of \$12,463 are much higher than the special event income of \$8,813.

Departing treasurer Con Engel had hoped to end 1012/13 in the black after his careful financial management but got stuck with the Claytons loss after the year with the Claytons surplus.

The audited accounts show subscription and advertising income were both stable, printing costs were down on the previous year, postage was up slightly and raffles thrived – up 50 per cent – with, in return, upgraded suppers at the monthly club general meetings. Hall rental cost less for the bigger meeting room where cars under discussion can be brought inside.

Although most events pay their own way, one sporting event incurred a slight loss.

Sales of merchandise – in recent years a good source of income – slowed after the death of Ted de Lissa when no-one volunteered to take over the club shop, but at least trading continued and a loss was avoided.

Things should improve under the enthusiastic teamwork of its new caretaker management. In recent months Anne and Graeme Cosier have ordered new stock and have ramped up the sales pitches in the hope of a brolly-led recovery for 2013/14.

Club assets amounted to \$19,228 on 30 April (including \$4,000 worth of merchandise), compared with \$15,154 at the end of the club's 2010/11, when there was a \$1,380 loss, and \$21,241 at the end of 2011/12.

The auditor said the overdraft shown is an accounting technicality to cover cheques issued when funds in the cash account were low.

Con delivered his last financial report to the July club meeting and reported the funds were in good shape as subscriptions began to roll in. He did not raise the issue of a subscription increase so the present \$55 appears adequate to meet the club's financial commitments.

The committee is looking at ways of attracting new members to achieve economies of scale. The production and mailing of The Pugilist continues to be the club's biggest expense. As additional copies can be produced without significant cost increases, a rise in membership numbers would reduce the cost per member of each magazine.

Someone is needed to replace Con as treasurer and nominations for this important role will be invited at the annual general meeting.

The Peugeot Car Club of NSW Inc Trading Account For the year ended 30 April 2013

	2013	2012
	\$	\$
Sales	882	2,009
Less cost of goods sold		
Opening stock	4,805	4,660
Purchases	51	965
	4,856	5,625
Closing stock	4,000	4,805
	856	820
	856	820
Gross profit from trading	26	1,189

Profit and Loss Statement For the year ended 30 April 2013

INCOME		
Special Events	8,813	25,003
Subscriptions Fees	15,572	15,574
Advertising Sales	2,750	2,560
Donations Received	—	50
Interest Received	602	650
Raffle Sales	1,621	976
Gross Profit from Trading	26	1,189
	29,384	46,011
EXPENDITURE		
Auditor's remuneration	220	495
Bank charges	4	2
C.A.M.S. Affiliation	1,020	840
Special Event Costs	12,463	18,031
Postage	3,162	2,948
Printing Expenses	12,178	16,083
Rental Expense	660	780
Sundry Expenses	1,690	745
	31,397	39,924
Operating loss		
before income tax	(2,013)	6,087
after income tax	(2,013)	6,087
Retained profits at start of financial year	21,241	15,154
Total available for appropriation	19,228	21,241

We have carried out an independent audit of the club financial statements in order to express an opinion to members.

Audit opinion

In our opinion, the financial statements of the club are properly drawn up

(a) so as to give a true state of affairs of the club as at 30 April 2013 and of the profit and loss of the club for the year ended on that date;

(b) in accordance with applicable accounting standards in Australia.

Rick Watkins
Watkins, Coffey Martin
Chartered accountants.
July 19, 2013.

Balance Sheet As at 30 April 2013

	Note	2013	2012
CURRENT ASSETS			
Cash	2	15,867	16,436
Inventories	3	4,000	4,805
Total current assets		19,867	21,241
TOTAL ASSETS		19,867	21,241
CURRENT LIABILITIES			
Borrowings	4	639	—
Total current liabilities		639	—
TOTAL LIABILITIES		639	—
NET ASSETS		19,228	21,241
CLUB MEMBERS' FUNDS			
Retained profits		19,228	21,241

Notes

1. Significant accounting policies

These financial statements are a special purpose financial report prepared for an incorporated body which does not have share capital.

The statements are prepared on an accrual basis from the records of the club.

They are based on historical cost and do not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

The following specific policies, which are consistent with the previous period unless otherwise stated, have been applied in the preparation of these statements:

(a) Cash and cash equivalents include cash on hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities on the balance sheet.

(b) Inventories are measured at the lower of cost and net realisable value. Costs are assigned on a first-in, first-out basis and include direct materials, direct labour and an appropriate proportion of variable and fixed overhead expenses.

2. Cash

Cash on hand	4	4
Float - editor	250	250
Float - merchandise	68	68
Cash at bank	—	5,170
Bank West	15,545	10,844
	15,867	16,436

3 Inventories

Stock on hand	4,000	4,805
	4,000	4,805

4 Interest bearing liabilities

Current		
Bank overdraft	639	—
	639	—

• The club year ends on April 30 to avoid the audit rush and have the audit completed before the annual general meeting.

The subscription year begins on July 1.

A state legislative change last year has meant that clubs of modest size such as ours no longer require an audit; however, the committee decided to continue them for transparency of its operations.



Armidale In July

Sunny disposition: Some of the group pose at the Booloominbah residence.

Grahame Foster

JIM BREAR ORGANISED a weekend in Armidale for the 5th – 7th of July. This was a great success, and for those early arrivals on Friday, lunch was held at the Runway Café at the airport, followed by a specially organised tour of historic Saumarez Homestead built by F.J. White and his family, one of the great pastoral families of NSW.

We learnt that the house was not built as a showpiece, but rather a working farm and that it was not until after Booloominbah was built in 1888 that the second story was added.

After F.J. and Margaret White died in the 1930s their daughters Mary & Elsie lived in the house until Mary died in 1981, and the National Trust was given the property. Elsie White was quite eccentric, sleeping as she did on the upper balcony throughout the year, and using an adjacent room as her dressing room only.

One of the most important features of the house are the original kitchens and laundry

which prompted the National Trust to acquire and restore the house.

We stayed at the Sandstock Motor Inn in the heart of town and just over the road from the Bowling Club where we dined that evening. We have never seen a mixed grill presented in such elaborate fashion, with the food skewered on three stainless steel skewers hanging from a stainless tree like hung men.

The morning dawned and after all the ice was removed from our cars we headed off to the Regional Art Museum followed by the Museum of Printing, located in the same building. The Art Museum had an exhibition “Remote & Wild”, by photographer Richard Green, and we marvelled at the huge panoramic photographs over six feet long that were crystal clear from corner to corner. Richard uses a special Canon camera and prints his own work on a giant Epson inkjet printer.

Then it was downstairs to learn about the history of printing. The exhibited equipment was drawn from F.J. Wimble’s printing works

and included all facets of printing machinery from humble loose monotype to the revolution in printing when the Linotype machine was introduced in about 1903. A very knowledgeable and enthusiastic volunteer conducted the lecture.

From there we went next door to the Aboriginal Culture Centre where warming soup and damper was served.

After lunch we followed Jim to the Hardman property, where Rick Hardman and his wife conducted a tour of their private collection of motor vehicles. The Hardmans have been in the motor business since the twenties, and have a huge collection of motor vehicles (which will also require decades of work to restore them all). Finished vehicles include a beautifully restored Isotta Fraschini and Lancia. The many sheds are overflowing with spare parts for all sorts of vehicles, and in the lower sheds were unrestored vehicles including a Cord, Packard and the scarce Triumph TR2.

After the Hardmans’, we were taken to another property where we were very surprised. Who has heard of the Prussian Stöewer? Not only did the owner have one, but five specimens dating from 1913–1927, including three that are the only examples existing in the world today. All are in top running condition, and beautifully presented. Apparently they were sold in Australia by Continental Motors in Sydney. Not only did we see the cars, but also a vast collection of historical information on the Stöewer, which originally started making typewriters and sewing machines.

In another garage there was a single cylinder Brush that the owner drove all the way from Perth to Sydney recently, a rare Empire from 1909 and a Lancia.

Dinner was at the White Bull Hotel, famous for its steaks. A most pleasant evening.





Sunday morning we woke to ice and frost. Indeed it was so cold in the shade that water poured on the windscreen refroze immediately. After breakfast at the Café Affamato, we called in at Booloominbah, a grand residence built in 1888 by the Whites and one of the largest homes in NSW. During the First World War, Sarah White allowed part of it to be used for convalescing soldiers from 1916 to 1919 and it was there that the writer's grandmother met his future wife. After the death of Sarah at the height of the Depression, it was considered too

large to maintain, and was donated to spur the founding of New England University in 1938. Graeme Cosier and Robyn Gambrell demonstrated how to use the horse mounting block located near the entrance to the amusement of onlookers.

By now we were running out of time, so after a few photographs in the grounds we repaired to Black Mountain Railway Station to view the restoration of the buildings on the now disused line from Armidale to Tenterfield. Then it was off to a very late morning tea at the Ian & Sue

Reeve's eco-house. . The Reeve's house has been designed to be as energy efficient as possible, with polished concrete and hydronic floor heating run by the solar collectors. Sue Reeve had prepared an expansive treat; the tables were groaning with food, and try as we may, we were unable to eat it all. Indeed we were all so full most of us left after this and forewent lunch, heading home after a most enjoyable weekend.

Thank you Jim and Pat.



Twin tales: Cal Makin's much-loved 403 Ute and it's newer stablemate from another marque.

Henri 403 Peugeot Ute

Bonjour, my name is Henri 403 Peugeot ute. I was made in France in 1957.

My present owner acquired me in 1985, at which time I was quietly residing beneath a large gumtree after having worked my life first by a plumber and then a farmer.

My engine block had been shattered by frost one winter, and all of my working parts and suspension had been flogged to the point that I was unusable. This had resulted in my retirement.

My new owner Cal, had persistently asked the farmer if I was for sale and was eventually traded for a framed painting in oils — by Cal —

of the farmer's house and lovely gardens.

Soon afterwards Cal treated me to my first restoration. I was alive again and happy to be running around getting rocks and firewood, or taking the pump down to the river.

On my 50th birthday I was given a professional body restoration in 2 pack cream. My tray back side boards were re-sanded and re-oiled.

I noticed that some people and children waved to me as I drove down the highway in the fog and rain to the party for the 40th birthday of the Peugeot Car club.

One of my grandchildren, a Peugeot RCZ with actual RCZ plates drove beside me and

gave me a wave too. But after the party, in the pouring rain, my clutch rod broke. There were lots of cars and red traffic lights but I eventually made it to bed at Cal's friend's place. He replaced the broken rod with one especially carried in the tool kit. You must remember I am now 56 years of age and it was such a long drive in the rain and mist.

One of my proudest moments was when I was awarded a top gun trophy at the Mudgee show in 2002.

I must now introduce my friend Henry Ford courier ute. He lives with me out at Maitland Bar and he does all the hard and dirty work that I used to do.

Being a diesel he is much more suited to being a bush fire truck and for getting rocks, sand, firewood, and spraying noxious weeds.

It is good to hear him trundling around while I stay snug in the shed.

Henry is learning the banjo and I like Cajun music.

Thank you for reading my story and I hope you like the photo of my friend Henry and I.

Au Revoir.

Peter's priceless pug



A well-used, well-loved Peugeot stands out from the crowd at last and comes up trumps for its owner at All French Car Day, reports Peter Wilson

Peter Wilson

When Peter Harvey decided last month he wouldn't buy a Peugeot 208 just yet, it helped him realise his long-held ambition of winning the club's concours d'elegance at an All French Car Day.

In the brilliant warm winter sunshine at Silverwater Park on Bastille Day he did even better than that.

The judges from the Council of Motor Clubs said there was only a one-point difference between the top three cars and declared Peter's 1994 Peugeot 306 XT the Best French Car on the day.

It outshone by that small margin a pair of Renault Gordinis.

Peter's car is a humble but much-loved everyday driver – Peugeot's most popular Australian model in the 1990s – with enough kilometres up for him consider replacing it with a new model.

Its win was a contrast with previous years when immaculate restorations of rare models took the judges' fancy, such as Bruce Gregory's 1948 Facel Vega in 2012 and Jim Kearns's Peugeot 504 cabriolet in 2011.

Peter has done well in previous events and club judge Steve Palocz had encouraged him by saying he should just work harder at the detailing to get everything right.

However, this time Peter just gave his car a quick wash on the Saturday and didn't even

bother blacken his tyres.

He had already done the hard work and thoroughly detailed his 306 about six weeks previously.

It came up a treat and he called on a Peugeot dealer to check out a Peugeot 208. Perhaps it was time to upgrade.

He was in two minds. He was interested in the new Peugeot after reading the reviews, but was cautious. He had not seen any 208s on the road, no figures had been published in the magazine to indicate if they were popular here and, disturbingly, some dealers were advertising on the internet several extremely low km cars as demonstrators.

When he asked about a trade-in, however, and the salesman said about \$1,000 for the 306, Peter said that was insulting and went home.

He decided the trusted 306 would do just as well for his next trip to Noosa.

Still, Peter hedged his bets and had a long chat to the owner of the first 208 to be shown at an All French Car Day. I'm not sure who it was as I did not catch up with him.

Another club 208 owner, John Hoskin of Balmain, who has been bringing his hatch to meetings, said: "He should get one. They're a good car."

No doubt New Lampton member John Hayes would agree. The pair met when coincidentally they parked their 208s side by side at Newcastle and started chatting.

Meanwhile, keen concours competitor David Schultz is buying a toothbrush. He was

Geoff McHardy's 1955 203C and Edward Pym's 1992 model 405



determined enough to have his Peugeot 207 GTi professionally detailed to improve its chances and was delighted when it was named the best modern car on the field.

David got the toothbrush tip for superior show power next year from CMC judge Ron Doyle.

“We see so many cars that are let down by dirty hinges,” Ron told The Pugilist. “People forget that we can see the hinges and they overlook cleaning inside that area. All you need is a toothbrush to get in there.”

The toothbrush can also be used with a spray cleaner to scrub the dirt off steering rack boots, he said.

Ron retired recently from his restoration

wheel-drive Peugeots. The most popular model was the 504 in a comeback represented by the variations of sedan, wagon, ute, cabriolet and coupé but without a diesel sedan.

Then the numbers went seven 404s, five 203s, four 205s, four 306s including a rally car, four 406s including two nicely presented coupes, three 505s, three 405s including two regal red diesels, two 307 Tourings, two 207s, two Redex 403s, two 407s and a pair of Partner clones.

The lone model examples were an unusual sun-topped 304, a rare 309 GTi, a 206CC that was truly in the pink, and from more recent models a 208, a 3008 and in the Scotsman’s carpark outside the grounds a 307 Touring, a tidy 1993 405 Mi16, a 308 Touring, a 504 Coupé, a 405 Wagon and an appropriately plated 508.

That’s two more models than last year. For the first time in many years there was no 604 or 605, despite there being nice examples

in the club.

For instance, John Hinton said he left his pair of 604s near Young when he retired to live at Miranda. He’s got quite a collection, explaining that his relatives kept giving him Peugeots



John Williams’ 203 & Anton Okorn’s 504

business. The first car he restored, starting the business, was a 1938 Rolls-Royce Wraith for a Sydney collector.

He was very chuffed about being called upon recently to detail the car before the manufacturer borrowed it to ship to the UK to take part in the international launch for the latest Wraith model.

This was his first experience judging French cars and he was pleased with the system that clubs chose their best cars and that the CMC team had only to pick the best of the best.

It was great striking another warm sunny day for the event, though chief organiser Ross Berghofer was worried that the grounds might be too wet from the recent winter wetting, particularly near the entrance.

The grass was fine when Auburn Council rangers opened the ground about 5 am. A spoilsport sneaked in soon afterwards and left wheelie marks on the grass. At least the rangers returned and noted that the French cars weren’t the culprits so the club’s bond is not at risk.

To avoid muddying the entrance, cars were diverted along the concrete paths to the fenced display areas, Citroëns in front, Peugeots next and Renaults and Simcas at the rear.

After everyone had parked their cars, they began checking the others and catching up with their owners.

More than 60 Peugeots were displayed. While the number was down on many previous years, the range of models was the most extensive yet in the club’s 40 years, reflecting partly the explosion of different models available in recent years.

As the event was on Bastille Day, some truants were at the official French do at La Perouse eyeing the mam’selles but that did not explain many other absences.

For a change, this year the older rear-wheel-drive models slightly outnumbered the front-



Priced right: The merchandise tent was in full swing.

injected engine.

Peter Boorman, who has two cabriolets under restoration and a French-speaking Irish apprentice, took a great interest in the project.

The car is obviously a family favourite. Bruce’s daughter spent quite a time in the driver’s seat during the display, perhaps with plans to taking possession of the car some day.

On the subject of taking over cars, Jon Marsh said his youngest son Evan was driving his 505 now that big brother Guy had a 306. “Everyone in the family has had that car,” he said.

New member Richard Westmoreland won his concours class with his 1994 Peugeot 205 GTi Classic, a one-owner hatch that had spent 15 years of its life in a garage.

He was comparing notes with fellow Classic owners Jim and Marie Kearns and explained the model was available only in Australia. It was in runout and shrewdly marketed as a limited edition, optioned-up collector model.

Jim reported his 1925 Peugeot 172R project was progressing well and he had been in England getting information on its clutch. The

Classic 205: New club member Richard Westmoreland’s 205 GTi Classic (16 of 30) topped the 205 class.



they did not want.

At pageant headquarters, Anne and Graeme Cosier were busy handling sales in the club shop marquee, Ross Berghofer was collecting renewals and John Geremin was making announcements.

Nearby, Bruce Smith was busy answering questions about his immaculate grey early series Peugeot 504 cabriolet that won its concours class.

Bruce said Ian Brock of Canberra had made a great job of restoring the cabrio, which has an

highlight of his trip was a hill climb fang as a passenger with Marie in a Type 38 Bugatti.

Fellow 203-owning doctor John Williams said he had brought his battery booster with him to be safe. He had not used his car for a while and it need the booster to start that morning.

Regular 203 driver Rob Oakman gave up trying to start his car and came with Ruth in his French van built in Poissy and now nicely redecorated with Peugeot and Partner badges.

Chris Deligny took an extended lunch break from work – as he has done in the previous two

years – to look over the cars and catch up.

It's a priority for him. "I have realised I have come to see the people as much as to see the cars," the former Pugilist editor explained. "This is the day everyone comes to and the only time you get so many people together."

Mark Donnelly, who joined the club last August, had his rare 205 CTi displayed. This model was not available in Australia, although a Sydney dealer organised a pair of softtop conversions.

Ian Dyball was congratulated on his purchase of his extremely tidy 404 sedan. After picking it up he called at the Bastille gathering and entered the concours, but lost points because it was grubby underneath.

"It won't have a dirty bottom the next time I come," Ian promised. "I've only had it for three days and I'm now going to drive it home to Taree."

Steve Palocz had two Peugeot 404s on show, his wagon and his barn find sedan that he has had for sale and has spent a lot of time bringing up to scratch.

It's yet another Peugeot project he has undertaken instead of completing his long-time restoration of his E Type Jaguar.

"I reckon half the price is what I have spent on parts for it and the rest is my labour at \$1 an hour," he said. "When I drove it here I saw the speedo wasn't connected so there's still another job to do."



The Pug attracted considerable interest from prospective buyers and when the Bromley family took it for a drive towards the end of the day there was speculation about whether they would return or join Hank Verwoert's East-West expedition that is making its way across central Australia.

They came back and Keith Bromley shook hands on a deal. Keith and Louise have joined the club and are likely to get historic plates for the car.

306 Maxi spec: Russell Dixon's 306 rally car



Redex survivors: Robert Crosland's 403 sedan and Keith Boyd's 203 wagon survived the ReRun to appear on the field.



Keith's brother Phil was one of the four Peugeot owners who took part in the Redex 60th Anniversary Rerun and displayed their cars together.

Several rerunners had said Phil's 403 had smoked most of the way.

It was certainly not from an oversight in preparation. Phil, who served his apprenticeship with racing mechanic Bob Holden, explained: "I rebuilt the engine for the Ampol rerun. I put another head on for this event and it must have disturbed the engine. It was using a lot of oil."

Keith Boyd and Lucy Boyd-Robson brought their 203 van from the Central

Coast and told how they were delayed on the rerun when their rear engine mount gave out at Mount Isa after a lot of rumbling.

They improvised a mount with all manner of temporary packing and rumbled their way through central Australia after the others.

When they took a short

cut through Hay to catch up, a police officer directed them to a street where gatherings of Morris Minors and Vanguards were parked on display so they parked beside them. The arrival of a Peugeot 203 created a lot of interest and some people said they had not seen the model for many years.

They had a similar experience at Grenfell, where they parked alongside a rally display of classic cars, Keith said.

Anyway, Keith has

sourced a replacement mount and news of his find flashed around the net's worm drive community.

Peter Nash – in his kangaroo-battered 203 – was on a quest for parts for both his Peugeots. "You haven't got a good driver's door for a 203, have you?" he asked Keith Bridge.

Keith admitted to having been given four not-so-great 203 doors but promised to check his parts collection for something better.

Peter was also looking for a replacement flywheel and clutch for his 307 HDi, that was sitting on a hoist in Waitara. The dual-mass fly-



Full house: The crowded engine bay of John Hunt's 304.

wheel had been replaced at 70,000 km and the new unit had failed at 120,000 km.

He'd been told none were available and he would have to wait five weeks to get one from the UK. Peter did better later on Facebook than at Silverwater Park and on Monday got an



interstate response directing him to a Sydney warehouse that had the clutch he needed.

Another member with a parts problem was Jamie de Maagd who told Peter he could not locate a top hose for his Mi16 and had to modify a hose from another 405 model to get his Peugeot back on the road.

Hilma Bridge was being cautious about talking of her rerun experience in case Peter Wilson put what she said in the magazine. She said they had not gone the full distance because their 203 ute was playing up in the rain and they decided to return. However, they went to Canberra on the last day so they could accompany the rerun cars as far as Marulan and then they went home.

Robert and Enes Crosland kept to their plan to go with the rerun just as far as Longreach in their 403, Enes said.

John Hunt was busy explaining the features of his 1971 304, a private import that stood out because of its decouvrable-style "Webasto" roll-down sunroof. John remembered seeing Webasto roofs on UK Jaguars and Rolls-Royces in the 1960s. The firm has moved to sliding roofs.

The zippy 304 was developed from Peugeot's best-selling first front-wheel-drive car, the 204, and has a bigger single overhead cam alloy engine than its lookalike of 1.3 litres



and also has the usual turn-the-corner fanbelt.

It was a familiar layout to Peter McCabe who said his first Peugeot was a 204 he had bought from Roy McPhee. Roy had assured him parts were available and he was right, Peter discovered after a half-shaft gave out. He got a replacement along with other the other bits he needed from Papua New Guinea before selling the 204 to buy a 504. Peter's Mi16 was the only example on show.

John said the 304 distributor was hard to access because it was so close to the brake master cylinder on the right-hand-drive model.

Its original owner bought the car in the UK and shipped it to Zimbabwe. It came to Sydney and John met its owner at the 2012 All French Car Day. The car had been sold to Brian Arundale, a noted Peugeot car and parts accumulator now living near Launceston. He sold it to a Southern Highlands resident who put it in a garage where it stayed until his death five years later. John bought it from the estate.

The new radiator in Yuting Wan's 504 auto attracted a lot of attention and some people couldn't resist leaning over the bonnet and tapping its top.

Quoted \$500 to have a secondhand radiator

Malcolm Johnstone's 309 GTi and Steve Guyett's 1974 504 GL.



recored, Yuting bought a new alloy radiator with plastic tanks from Denmark through the internet. The slim radiator has the filler on the near side.

It cost just \$260 including freight and he

had rescued a 505 from storage. So far he had replaced a front guard but was still deciding on the engine. It was hardly surprising when he said he liked the 604 combination. He has already fitted V6 engines to a pair of 504s, but on Sunday fielded a white, four-cylinder 504.

Ron Gruber had returned from travelling recently and promised he would have great photos of Peugeots for the magazine that he had taken in Israel, South Africa and the Peugeot Museum.

Bert Houtepen, who brought his young son, had a magnificent lunch spread set up beside his Peugeot 404 ute that had a bicycle in the back. He'd already sold another bike.

Bert has given up his bike shop business and was not interested when a member offered to give him the 10 bicycles he had accumulated. Bert's suggested he sell them together on ebay without a reserve. "You'd be surprised at the interest you will get," he advised.

A wonderful surprise this year was the arrival of Don Harrington in his beautifully restored 1924 Hotchkiss AM two-seat roadster with a cleverly fashioned kauri boat-tailed body that really stood out among the Citroën metal.

Strictly speaking, it should have parked among the Peugeots because Peugeot had an



Robert Rigg's much-loved 504 Ti, Mark Donnelly's 205 CTi and Jim Kearns' 205 GTi Classic (11 of 30). Ron Gruber's 203 Wagon is in the background.

interest in Paris-based Hotchkiss et Cie and control of its factory during the German occupation, but relinquished it after the war.

On the other hand, because the AM model was designed in Coventry, when the firm had an offshore plant there, perhaps its presence at Bastille Day was cheeky; however, that was forgivable considering the colour it added to the event.

Don said he started the restoration with little more than the mechanicals, a chassis and a couple of front mudguards. The car had been completely dismantled when found in a Queensland shed in 2007. A friend had crafted the body to Don's design.

As a true devotee he has another Hotchkiss in the works and his finger on the pulse of these upmarket cars. When I said I had last seen a Hotchkiss in an international rally on its way to Mount Cook in New Zealand in 1964, he said: "I know that car. It's still going."

It was kitted with Barnet Glass tyres on its knock-on wire wheels, the first time I have seen that brand, Australia's local sales leader early last century, for a long time.

There was method in editor Simon Craig's madness in leaving his Peugeot 207 GTi at home. Instead, he arrived in his brilliant red Citroën DS3 and it was judged the second best Citroën on display.

Incidentally, the Citroëns in the Scotsman's Carpark outnumbered the two Peugeots.

If the Sydney Motor Show has bitten the dust, a Renault dealer saw an opportunity for a show of his own and after paying the entry fees displayed a range of new cars. The temptation could not be resisted and those cars were receiving as thorough inspections as some of the old treasured metal.

When I was driving home, I stopped to talk to a bubbly young blonde neighbour who is returning to France to live. Told I had been at All French Car Day, she asked: "Were there any deux chevaux there? I love them."

Yes, of course there were 2CVs in the Citroën paddock.

She admitted she had bought one in Paris last month for €1,000, but when it broke down she made the seller take it back.

Told they fetch from \$10,000 upwards in Australia, she replied: "Cie la vie."

Bert Houtepen's 404 Ute, complete with Peugeot bicycles for sale.



1924 Hotchkiss AM



Some stars from the Scotsman's carpark

Peugeot car club class results:

Overall results

First outright: Peugeot 306 of Phil Harvey

Second outright: Renault Dauphine Gordini

Third outright: Renault 10 Gordini.

Best modern: Peugeot 207 of David Schultz

Class	Owner	Points
207, 407	David Schultz	91
	John Gambrell	86
	Keith and Hilma Bridge	82
306, 307, 406	Peter Harvey	87
	Peter Somerville	83
	Scott Spencer	82
	Warren Orth	79
	Ean McMaster	78
205	Richard Westmoreland	83
	Jim and Marie Kearns	82
	Mark Donnelly	70
304, 404, 504, 505	Bruce Smith	83
	John Hunt	81
	Ian Dybell	82
	Steve Palocz	78
	Anton Okorn	76
	Doug Smith	71
Modified	John and Giua Baird (404)	92
	Helen Loran (206)	91
	Neale Drennan (206)	84
	Russell Dixon (306)	74
	Steve Palocz (404 wagon)	72



Class winners: David Schultz's 2008 207 GTi flanked by Bruce Smith's 1972 504 Cabriolet.



Club motorkhana action

Helen Louran

Well, what a great day it was: a bit chilly first thing in the morning, but just before lunch, we were all stripping off, as we all got hot as the weather turned out beautiful.

Neale and I got there pretty early and we kept driving up and down the street, as all we could see was a lifeless, little gate. If you blinked you'd miss it.

So we drove towards the middle of the RAAF Base, to be visible for any other sign of life to show up. Not long afterwards Donna and Laurie Kerr showed up with R188IT, their white 205 GTi.

We saw someone else arriving so, after tearing Donna away from watching the RAAF planes, we made our way back to the hidden gate.

James Hill from the Volvo Club told us he'd go and wake up Michael McGeorge to unlock the gate, as his family had camped overnight. Apparently they'd had a "Twilight" Motorkhana the night before.

Once assembled, we were given white shoe sneaker polish to paint our car number on the back window — which by the way is still visible on the car, despite washes and rain.

The fun was about to begin, but not before Grahame Foster displayed his BIG Peugeot Flag from his 306 Cabriolet antenna, of course.

All 21 of us (10 Juniors and 11 adults) were given a briefing. Their were four from the Fiat Club, one from the Volvo Club and six of us

Pugs — myself and Neale, Donna & Laurie Kerr, Colin Spencer and Graeme Foster.

Eight Motorkhana courses maps were provided with four courses running before lunch and four after. They had such interesting names, like Tiger Moth, Moth Balls & Square Slalom (which looked more like a star to me).

For most of us this was all new, except for Donna and Laurie Kerr of course.

At the beginning, we all did a few WDs (Wrong Directions, in motorkhana speak).

I went into the wrong garage, but felt better when Peter Jakrot whispered in my ear that he'd done it himself. I certainly felt a lot better then!

We all had a good laugh and Peter Jakrot was always very helpful. So too were others trying to guide us, giving us tips, etc.

The lunch break saw lots of food, as one club didn't show up. We certainly enjoyed that lovely sun for an hour, before going back to a briefing on our last two courses.

It was decided that, as we were a small group we'd have some spare time and they'd let us finish off with a bit more fun with a "Straight Slalom" course.

This is where you race one other car, zig

zagging thru the flags, a tight, turn around at the top, zig zagging back again into your garage.

We soon discovered we had all got better after lunch — even Graeme Foster was no longer doing WDs, so I lost my partner in crime.

He said my times were better than his, but I lost points for WDs and a wrong gate or two.

In the end the pug results were 1st Laurie Kerr, 2nd Colin Spencer, 3rd Neale Drennan, 4th Donna Kerr, followed by Graeme Foster. I think we can stop there...

As promised, we all had a lot of fun at the end, racing each other on the Straight Slalom course.

Donna Kerr shows how it's done, while above, Colin Spencer (left) & Grahame Foster (right) get a feel for the course.



Pictures: Fiat Car Club

The results were a bit of a mixed bag. Laurie kept beating Neale, Neale was beaten by Colin (in his 306 GTi6) and I tried my hardest to beat Donna. I even swapped and drove the GTi6, but no joy.

Mind you, at the end both Donna and Laurie were commenting about how much tighter and harder the courses were compared to the motorkhanas at our Easter Pageants.

Another interesting point that Peter Jakrot asked me to consider was this: "Just think, these 11 yr old juniors had never driven before today, and now they can drive."

I saw the junior results and only one or two of them had scored a WD — go figure.

Summing up, it was a great day. The Fiat Club was very friendly and great hosts. All their committee was there and they seemed very well organised

I'm certainly looking forward to the next one, with hopefully a lot more of our members attending.

Maybe it will be on Sunday, 29 September, as unfortunately their next one is on 25 August, which clashes with our Family Wakefield Track Day, coming up soon.

Our special thanks go to the Fiat Club for their invite and organising this event for us — in particular Michael McGeorge and Peter Jakrot.



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Bob showed the flag with ute

Peter Wilson

FORMER CLUB member Bob Taylor, who died at Bombaderry recently after a massive heart attack, will be remembered for his light blue 1959 Peugeot 403 ute that he displayed every year at the Australia Day motorfest in Sydney.

Its restoration was a retirement labour of love and while he set out to fix up nicely an unusual club vehicle, he turned a tired, rusting workhorse from the John McCarthy collection into a show pony. His son Allan and friends, including club member Philip Speer, assisted with the two-year project.

At its debut outing his ute won the 1950s class at the Lismore Pageant and was the best Peugeot at the 2004 All French Car Day.

Bob owned Peugeots for most of his life, beginning with a secondhand 1953 Peugeot 203 in 1963 and progressing through the models. He also had a 1995 Peugeot 306 ST sedan.

Bob was active in the motoring fraternity in Nowra, being a pit crew member, a naviga-



Best Peugeot: Bob's 403 Ute at the 2003 All French Car Day

tor, and member of the Shoalhaven District Sporting Car Club and the Shoalhaven Historic Car Club.

Bob's wife Helen accompanied him to many club events.



Gavin brought along his 604 to the 2007 HARS club visit.

Somehow, we have overlooked noting the death of the club's 403 model registrar, Gavin Ward, some months ago after a struggle with cancer.

Gavin's interest in Peugeots stemmed from the 203 racing days and he was a regular at motor sport events. He contributed items to The Pugilist about that history.

Ill health meant the long-time club member never realised his ambition of restoring one of his 403s, although he was an expert on the model, and his everyday Pug was a late 604 with velour seats.

Gavin was another parts accumulator but friends say time and the elements have taken their toll on the collection. His brother Kingsley, who once raced a 1949 203 at Oran Park, is looking to dispose of the parts.

New members

The club is delighted to meet these new members and we hope they will enjoy taking part in our activities. Give them a welcome wave, or toot when you see them.

Angelique and Jeff Pettett, of Thornleigh, with a 2001 306 Hatch.

Peter Mandich, of City West Automotive, Newcastle West, who looks after Grahame Foster's Peugeots. John Hayes, of New Lambton, has a 2012 208.

Errol Smith, of Modanville.

Ken and Louise Bromley, of South Turramurra.

Richard Westmoreland, of Randwick, with a 205 GTi Classic.

Pug vans in US?

General Motors may sell Peugeot group commercial vans in the United States, a French newspaper reported.

GM, which is already developing small cars and minivans with PSA Peugeot Citroën, would market them under one of its brands, La Tribune said.

The companies declined to comment on the report that cited an unnamed executive.

Peugeot's light vans are prevalent on European roads, where they are appreciated for being hardy, affordable and comfortable vehicles powered by efficient diesel engines.

Toyota has unveiled its new ProAce van in Europe that is identical to a Peugeot, dumping sales of its Hiace van in Europe. That is because the ProAce is now a PSA product, having taken over from the Fiat van that was produced here – the Scudo.

Since July 2012, Peugeot and Fiat went

their separate ways at the Sevel Nord factory, an agreement that started in 1978 at the former Chrysler Europe (Simca) site.

Perhaps ironically, Fiat is about to start building the Ducato van in its Chrysler plant in Mexico and sold under its Ram brand name in North America.

The other Fiat/PSA van factory at Sevel Sud is still happily producing the larger Fiat Ducato, Peugeot Boxer and Citroën Jumper, along with the Bursa, Turkey-based factory producing the Peugeot Bipper, Citroën Nemo and Fiat Fiorino.

For those curious about the Peugeot Partner and Citroën Berlingo, they are produced at a dedicated PSA factory in Vigo, Spain, along with the C4 Picasso (and Grand Picasso), the Peugeot 301 and the new Citroën C-Elysée.

What a complicated world the PSA commercial vehicle world is.

King of the Peak



Peugeot Sport

AFTER MONTHS OF anticipation, Sébastien Loeb has shattered the Pikes Peak International Hill Climb record with a breath-taking time of 8m13.878s in the 208 T16 Pikes Peak. The Frenchman negotiated the 20 kilometres and 156 corners of the mountain at an average speed of 145kph.

Loeb's time blitzed the previous best of 9m46.164s, set by Rhys Millen last year, with the top three finishers all beating the 2012 record. "For me, this was the race of the year," said Loeb at the finish, 4300 metres high in the Rocky Mountains. "At the beginning of my run there was a bit of pressure for sure because I knew there was so much work and investment from Peugeot and all the partners. Now, after all the practice, it was just down to me and I had to perform."

Loeb started first of the Unlimited class cars, unleashing his 875-horsepower car onto the mountain this morning after all the motorcycle competitors had passed through. However there

were a number of delays before he started, which meant that the team began to worry about bad weather: a common feature of Pikes Peak at high altitude. "When I was on the start line



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waiting to go, I could actually see the clouds closing in at the top of the mountain," said Loeb. "I remember thinking that if we didn't get going soon, it would be really difficult."

As it was, Loeb blasted his 208 T16 Pikes Peak through the clouds in a time that was even quicker than Peugeot Sport's computer had thought was possible. The ideal theoretical time – calculated using data from Loeb's practice runs up the Colorado mountain – was 8m15s. The nine-time world rally champion somehow managed to shave two seconds off that.

"I'm really happy as that was a very good run in the end," said Loeb. "I really didn't expect anything better than 8m15s, so to do 8m13s was fantastic. Before the start I didn't really know if I should push absolutely to the maximum or if I should just push to a comfortable pace, in order to make sure of the victory. In the end, I decided to push to the limit."

The result was spectacular, with Loeb now joining the pantheon of Pikes Peak winners.

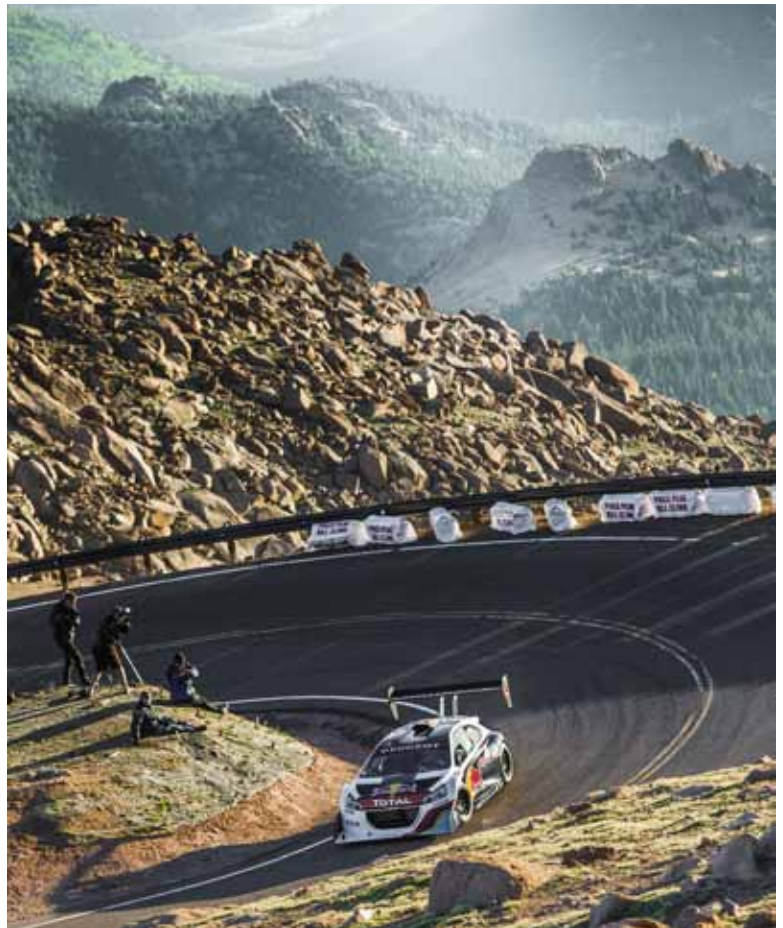
Despite his flat-out approach, the multiple champion didn't even report any major moments, while his Peugeot has been completely reliable throughout the entire month it has been in America.

"It was good, all under control from start to finish," he concluded. "Apart from the potential of the weather turning bad, we didn't have any worrying moments." The scenes of success at Peugeot were reminiscent of 1988, when former world rally champion Ari Vatanen broke the Pikes Peak record for the French manufacturer exactly 25 years ago, with the 405 T16 Pikes Peak. Back then the benchmark was 10m47.220s on gravel roads – a sign of just how rapidly technology has evolved.

In second place on the 91st 'Race to the Sky' this year was former record-holder Rhys Millen in his all-new Hyundai RMR PM580-T, 49 seconds behind Loeb with a time of 9m02.192s. Nonetheless, the New Zealander beat his own record – and he says that he's determined to break the nine-minute barrier next year.

"I think it's fair to say that we were racing for second place today," said Millen. "Myself and Romain Dumas had been really close throughout practice, but then I heard that his engine had unfortunately broken at the start. I knew I wasn't going to beat Sebastien's time, so I just decided to take no risks. You have to hand it to Loeb and Peugeot Sport: they were unbeatable. That time they set was simply incredible. When will it be beaten? It might never be..."

For Loeb & Peugeot Sport, it was the end to a remarkable one-shot adventure that had taken them from early tests of the 208 T16 Pikes Peak at Mont Ventoux in France to the untrammelled mountains of Colorado: officially America's highest state. Pikes Peak is a legend: the second-oldest car race in America after the Indy 500. And now Loeb – the new King of the Peak – and the Peugeot car are part of American history.



Pigeon Pugs

Rare pair: There just had to be photographs of Damien Jenkins's and Alastair Inglis's Peugeot 203 Styleside utes together at the Queensland All French Car Day. Only 16 of this Australia-only model were made, cut down from U6 panel vans to meet the demand for utilities, so it was a rare opportunity for comparison. Alastair's is an earlier model with a side-hinged rear door but these tended to drop in service and later ones such as Damien's had bottom hinges.

Picture: Kay Marken

Another outback adventure

Peter Wilson

PHIL CHALLINOR posted a Facebook message on July 24: "Arrived Alice Springs. Brrrr. Sunny."

It was only at the July club meeting that he was describing with Peter Nash their four-week adventure, travelling 11,000 km in Peter's Peugeot 203, on the 60th anniversary rerun of the 1953 Redex Trial.

This time he's travelling with Con Engel in a Peugeot 505 diesel on Hank Verwoert's East West trip on which they will travel an estimated 14,000 km over six weeks before returning home to Sydney.

This trip didn't get magazine coverage because the places were taken up as soon as

Hank announced his plans to take 15 rear-wheel-drive Peugeots and two back-up four-wheel-drive vehicles from Cairns across central Australia to Busselton in Western Australia.

The Victorians met in Deniliquin on 2 July and travelled north through outback NSW.

The party went west from Cairns to the Gulf, south to Mt Isa and then along the Sandover "Highway" to Alice Springs. They were heading along the 4WD road to Hermannsburg and Kings Canyon to Ayers Rock and the Olgas, west to Docker River and then along the Great Central Road to Laverton before heading south to Kalgoorlie and west to Busselton, arriving on August 8.

They will take the short cut across the Nullabor to get home.



Phil, taking advantage of his surroundings to blend in on the recent Redex ReRun.

Wine cork gets Ron home



Pug as a witness: Australian legal history was made when police used evidence of the computer of this Peugeot 206 CC to prosecute a young driver after its fatal crash.

40 years ago

1973 Please everyone, keep it to 16 km/h inside the gates at Leppington and no hoonery for the motorkhana in September, the mag pleads. A UK mag lists a four-seater, surrey-top 6 kW (8 hp) 1899 Peugeot for £4,750. Just two cylinders and three speeds!

35 years ago.

1978 Membership now 230 and growing, reports club president Neil Strugnell, now winner of five state motorkhana rounds in his Peugeot 403. Mike Hart is clearing out two Peugeot 203s, one a resto possibility – is anyone mad enough to spend cash on such an old car?

30 years ago.

1983 The closing of the Leyland plant in Sydney means that fully imported Peugeot 505s will replace the kits over six months.

Peter Mathews asks for six slabs of Tooheys Draught and will give a hand with loading for anyone wanting a pair of Peugeot 403s at Narromine.

After Bastille Day dins at the Little Frog restaurant, Ron White's Peugeot 604 dies. His fix: a wine cork plugs a hole in the carby float and gets it home. How did treasurer Tim Moore manage two desserts?

25 years ago.

1988 Pugs outnumber other marques at the All French Day gathering at Prospect Reservoir. Eillen and David Hill win the French hamper and Pat Dowling the Peugeot 504 award.

Peter Portelli gets the unsung hero award at



Amaroo after his Peugeot 504 Ti was so over on two wheels that his mirror nearly touched the ground. Back on four wheels, he won his class. Honda clubber Garrie Bain is third fastest in his Peugeot 205 GTi.

Pay \$700, fix the tie-rod ends and you've got a great '59 Peugeot 403, says Sandra Stewart. It's been garaged for nine years and out of rego for seven years.

20 years ago.

1993 Tributes continue about Ken

Tubman, who died in April, aged 77. His victory with John Marshall in the 1953 Redex Trial ensured his place in Australian motor sport history and helped put Peugeot in the spotlight in Australia. Tubbie also won a special award for being a sport and stopping for several hours during a 1970 international rally and helping injured Andrew Cowan after a serious crash.

Barry Johnson secures Northern Territory plates 203 403 for his work vehicle – at least the number's right.

15 years ago.

1998 Steve Palocz and Dave McBean expect a good turn-up at Wagga Wagga to mark the 50th anniversary of the Peugeot 504.

Dennis Barber and Andy Crane couldn't believe how easy the 1995 Round Australia was in a well-prepared Peugeot 504 that they're off again in this year's 19,000 km adventure. They found the time they spent dustproofing the car really paid off.

10 years ago

2003 Introducing the Orange people. Committee members donned safety vests to help marshall the Redex Rerun when the clubs' intrepid adventurers went to trace the victorious Tubman and Marshall tyre tracks of 1953.

A small world of Peugeots indeed – Simon Craig said that as a 24/7 shift worker most of his contact with the club was through The Pugilist in which he discovered that a colleague at Qantas was also a member.

For years, members of Canberra's Peugeot Association have had access to a great stash of Pugs across the border at Jack Geary's farm, more recently the farm of NSW member Richard Adams. Alas, the local council wants the collection out so it won't spoil the views from a new subdivision.

Back together: Column 8 in the Herald reports that the first salesyard car up a tree was a traded-in Peugeot Bébé at the Agate Peugeot dealership in Parramatta road before 1939. An Austin Big Seven replaced the veteran when the dealership became an Austin agency and remained there until 1965. The Bébé changed hands in pieces many times before we learned in 2003 that Bugatti collector Gavin Bain was making a serious resto across the hills from Christchurch and fitting this intact body a Scottish soldier had left in a barn in 1914.

Five years ago

2008 The Toll Group has restored again for a corporate film one of its Peugeot 203 utes that revolutionised parcel transport in Australia through carrying freight between Adelaide and Melbourne, ending a rail monopoly on interstate haulage and kicking off a business empire.

More than six years the last example was sold, the Peugeot 306 has been hailed as a significantly safe vehicle in analysis of latest Australasian crash statistics.

Winding up Peter Portelli's estate, Ian Robinson seeks offers for a king-size four-poster



Variety: If anyone had the impression that Peugeot 504s were fading away or being shipped off to Egypt, the iconic model made a strong comeback in many variations at the 2003 All French Car Day and some were smart and shiny enough to pitch for the concours. There was even this lavender pick-up from the Guyett clan collection.

bed the colourful Portapug mechanic made from Peugeot torque tubes and parts.

After testing a car built in Italy with a French engine, German transmission, Italian brakes and an Italian body – several examples of which were proudly at the All-French Car Day – David Bean pondered how to define a car's nationality. He was referring to 406 Coupés, of course.

Stepping out: Fuzzy memories all around afterwards but the 1978 Bastille Day ball must have been great – 150 attended and some great snaps taken. Scott Eyre's dad won the raffled trip for two to Noumea.



In the workshop

Bob's 407 springs a leak

Doug Brockfield

READERS MAY recall that Bob Pinkerton hit a kangaroo on his trip across from Perth last year on his annual trek to the east for his racing at Phillip Island and Winton in his 403 engined Peugeot Belchamp Special. That incident resulted in \$16,000 damage to his 407 wagon tow vehicle.

Well, he was back again this year and he left his 407 with me, because he was flying back to Perth, and then going on to Borneo where he is involved in the education and training of some of the locals, and also in the clarification of history and setting up of some museums. Bob's father fought in Borneo in WW2 with the top secret "Z" force.

Whilst in custodianship of his 407, I had the misfortune to have it "cease to proceed". It stalled, lots of bells and whistles sounded, and steam poured from the engine compartment. It had been working perfectly, and I was puzzled to say the least. RACV truck back to our place (only 16 km) and there it sat for 3 weeks awaiting Bob's return.

I took photos of the engine and posted them to Bob, showing where the water appeared to be leaking from. He discussed the matter with the leading mechanic at Alpike Peugeot Perth to try and determine what parts to bring with him on his return to Milawa. They seemed to think that it was probably the outlet tank which is an outlet collector from each head incorporating the thermostat housing and heater supply/return. Bob already had a HUGE toolbox here for his racecar, so tool availability was not a problem.

V6 turbo diesel Pug engines are a daunting sight once the large engine cover is removed. He mused over the task at hand, and took some



A line-up of Pug's at Doug place at Milawa, including the 407 and race car plus Paul Watson's 403.

Bob Pinkerton's 403-engined Peugeot Belchamp Special.



photos to ensure that he could get all the parts back in the right place. He appeared to be happy with the progress being made, and after a morning tea break, got stuck into it again. For those who don't know, Bob is a retired aircraft engineer with 28 years at QANTAS and 14 years at Cathay Pacific, so his mechanical skills are quite impressive.

Some 4 hours after start, job complete, with no coolant leaks obvious. The outlet tank WAS the problem with a faulty gasket being the issue. See photo below.

The day after Winton races, he headed west taking 3 days to get home. Towing his race car

he did 1167 km the first day, 1230 km the next, then 1114 km on the final day. The 407 ran well with no problems. Fuel used was 10.02 L/100km.

Quite frankly, I don't know how he does it.

— from *Torque*



Left hand outlet tank clearly shows the separation. Right hand one is the new tank which Bob brought with him.



Bob at work under the bonnet of his 407.

For sale

306 Cabriolet, 2002. 2.0l, 4sp auto. Silver, price reduced for a quick sale. Much loved by one owner. Always garaged, full service history, cruise control, with brand new transmission and timing belt replaced, 4 new tyres. From the final production run for the 306 cabriolet. Drives like a dream. Asking \$7,000 online but all offers will be considered from Peugeot enthusiasts offering a good home. Mike, Sydney. 0403 159 209

306 XSi, N3 Manual, Diablo Red. Built Nov 1996, first registered March 1997. 139,400 km. One owner car with full history available. Maintained by PQ Automotive. Registration to March 2014 (AEQ41X). Excellent condition, and drives really well. Bridgestone Potenza tyres. Located in the Eastern Suburbs. Price \$4,200. Contact Peter Garlick, 02 9387 6669 or pmgarlick@yahoo.com.au

308 XSE, 2010 1.6 turbo petrol hatchback. 4sp sports automatic, 32,800km. Lunar Mist (silver), ACT rego YIH 30P (exp Jan 14), VF34C5FTF55389543. This Peugeot is in showroom condition and has been garaged all its life. It has been owned by an elderly woman who cannot drive any longer. The car lived mainly in Wentworth Falls NSW but now lives in the ACT. \$16,400 ono. This is a terrific deal and worth traveling for. Contact Stephen on 0418 682 011

3008 XTE HDi. 2010. This 2.0 litre turbo diesel has only

travelled 27,000km. In excellent condition, this unique hatchback model has all the French design flair of the original 3008 series, prior to the Mitsubishi - Peugeot joint venture model. One owner, garaged, fully serviced by Peugeot. Silver, automatic, full glass roof-top, leather seats, 12 months reg. Reg IC - 2011. Priced to sell at \$22,000. Ian Campbell, Bondi Junction. 0412 225 993

405 Mi16 2.0l 300,000km. Was registered till March 2013 needs exhaust and minor repairs for rego \$250. Keith, Armidale 0438 161 883 email kcornish@bigpond.net.au

405 SRi 1995 manual sedan. Saxon Blue. All receipts for mechanical repairs by P504 Services in recent years. Interior in excellent condition, seats, door trims, carpets, instrument panel. Body panels have suffered some dents from previous life in Sydney. Paintwork reasonable for age. Rego to Oct13. Drives very nicely, \$1,650 John Newcastle 0414 718 586

406, 1999 D9. 150,000km. First registered in January 2000. Samarkand Blue. 2 litre petrol, manual. In excellent condition. Serviced according to schedule. Very reliable. Good Michelin tyres. One owner. Body excellent. Always garaged, well cared for. AJL 72X. \$6,500 ono. Ross Berghofer, 0409 504 551

406 SV, D9 2002 wagon. Auto ZF box, Silver in colour, 253,000km. Serviced by Alec Mildren. Timing belt done at 240,000km, spotless inside

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THE DEADLINE FOR NEXT MAG IS TUESDAY, 20 AUGUST. 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.

and out, owned since new. Mechanically good, except for a noise in 3rd & 4th gear. Rego till May 2014. \$3,500 ono, Peter Sternberg (Leura) 02 4784 2556 or 0413 002 029

505 GTi 12/1985 Auto. Silver, series 1 sedan. A genuine 130,000km with log books, previous owners' history. Sun roof, ice cold air con. Blue velour interior 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 \$4,400.00, I'm negotiable. Nicolas Peters, Winston Hills, 0401 516 165 or 02 9639 6864

505 SR wagon, 1983, 7 seater, auto, 360,000km. Rego (AQ 52 FG) to 06 Aug 2013. Body good, low compression in one cylinder, but car is driveable. \$250 ono. Keith, Dapto, 02 4261 5803

Wanted

306 XT auto. Late '99 or later. Must not have a high brake. Four or five door. Pref white or silver. Must be registered, reliable, in good condition, roadworthy and no rust. Prefer velour seating. Must pass NRMA inspection. Sarah, Eastern Suburbs, 9389 3915

Peugeot for putting on H plates. Col Bonney of Tahmoor is a Citroën man, but wants an H plated Pug in his life. Not too old though, something comfortable and reliable so that he can go on rallies. Telephone 02 4683 2836

Parts

Type 173S (1920s) carburettor, 4 cylinder RB magneto, Jaeger speedo and clock, 1920s front axle, hubs, wire wheels and springs, 1920s 172R radiator, one-cylinder Peugeot coil box circa 1905-1908. Other Peugeot parts: 304 hubcap, books for 202, 204, 304 and 504. 504 distributor NOS, 404 main bearings for 3 bearing motor NOS, late model 404 front blinker unit NOS. Brian Arundale, 03 6391 8698, near Launceston

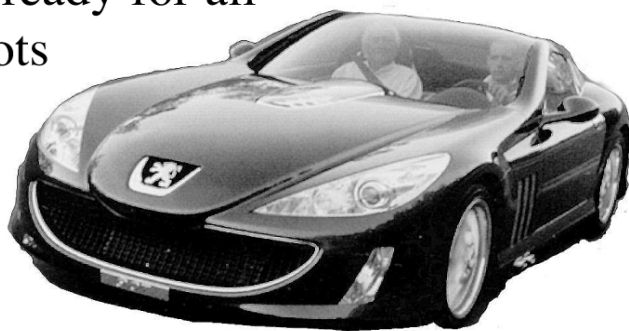
Complete XU9 16v engine and transmission missing thermostat housing and distributor cap. Has ECU and harness. \$500 + freight. A GTi6 engine and transmission with ECU no aircon compressor. \$1,000 + freight. Keith, Armidale 0438 161 883 or email kcornish@bigpond.net.au

Free

504 Ti rusted, whole, parts only, trailer-able, \$150, contact David in Lismore NSW,

Peugeot's Faurecia plans to close eight vehicle parts plants

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Faurecia, the Nanterre, France-based supplier controlled by PSA Peugeot-Citroën, will close eight car seat factories over the next four years, sources familiar with the plan told Reuters.

Most of the closures would be in Europe where a slump in car sales is hitting vehicle production.

The number of Faurecia seat frame manufacturing sites will fall to 14 globally from 22 under plans presented last week by division head Patrick Koller.

European suppliers are refocusing their business on faster-growing markets as the region's five-year auto slump hurts business at home.

Faurecia, 57.4 percent-owned by struggling PSA, cut 1,700 European jobs last year and told investors to expect a similar reduction in 2013.

The maker of dashboards, seating, door panels and exhaust systems also said earlier this month it would begin winding down production of acoustic components and plastic bumpers at two French plants.

"Koller told us that there would be no closures of seat frame manufacturing sites in France," one of the people said.

— from Automotive News



PEUGEOT

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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					
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	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
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
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
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
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
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
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
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 3141	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
Bendigo Motor Group	Service & Parts	140-150 High Street	BENDIGO	VIC 3550	03 5443 1122
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
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
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
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
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
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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