

the pugilist

September 2013

Magazine of the
Peugeot Car Club
of NSW Inc



**Peugeot's 208 GTi
arrives in Australia**



Group chat: Drivers and groupies chat at the Peugeot display at the recent Shannons Sydney Classic.

Old-fashioned country service



Your Peugeot diesel specialist

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



PEUGEOT

TAMWORTH CITY PRESTIGE, 1-5 Jewry Street, Tamworth 2340

Telephone (02) 6766 5008

Fax (02) 6766 8243

Mike Woods, Sales Manager
0428 490 823

mike@tamworthcityprestige.com.au

Lucas Holloway, Sales Consultant
0437 771 534

lucas@tamworthcityprestige.com.au



OUR ARMIDALE SERVICE CENTRE, 91 Markham Street, Armidale 2350

02 6774 9777



Ari Vatanen, embraced by his son Max.

Ari is a very worried man

Now I know how Mrs Vatanen felt, says legend Ari

Legendary rally driver Ari Vatanen has spoken about the emotions he experiences when watch-

The cover

The GTis were the real stars at last month's star-studded Sydney launch of the 208 GTi in Centennial Park

Picture: Simon Craig

Inside this issue

President's report	page 4
Club Diary	page 5
Things to do	page 6
Club information	page 8
Peugeot News	page 9
2014 Pageant in QLD	page 11
GTi Experience	page 12
Life is a 172R	page 14
208 GTi released	page 18
Peugeot diplomacy	page 20
305 soldiers on	page 21
Memory Lane	page 24
In the workshop	page 25

ing his son in action behind the wheel.

Max Vatanen made his FIA European Rally Championship on last month's Geko Ypres Rally, where

he received words of encouragement from his famous father Ari Vatanen, the 1981 world champion.

"It is very tough for a father when you are waiting at the end of a special stage," Vatanen Sr said in an interview on the Inside ERC programme. "Is he there, is he coming? Now I realise how difficult the life of my wife has been over the last few decades."

He continued: "When you are a father, you

are in a way too close. I think that the wise thing is you try to set back, stand back a little bit. He has his own life. He is not Ari Vatanen, he is Max Vatanen. And of course, his name gives him a certain pressure but it also gives him many opportunities."

Max Vatanen finished 37th overall and 20th in the ERC 2WD Championship classification in Belgium driving a Renault Twingo R2 on what was his first event on asphalt. He's targeting further appearances in the ERC in the future.

— from *ERC News*

Big shoes to fill: It's not the all-conquering 205 T16 Group A monster that his father was famous for—it's a Renault Twingo—but there's still time for Max Vatanen to move to Peugeots in the future.



AGM results

I visited our club's display at the Shannon's Sydney Classic 2013 on 18 August at Eastern Creek and was impressed with the range of cars on display. Some members with their cars had not been to the display previously.

Robert Oakman with Ruth had his trusty 203 sedan; Geoff McHardy with Cathy had his 403 ute; John Baird with Giua had his trophy winning 404; Robert Crosland with Enes had his rare 1800cc 504 with Malaysian number plates under the H plates; Peter McCabe with his beloved M16; Rod Piggott with the 404; Helen and Neale with Sally the 306 rallye; Colin Spencer with another beautiful 306 S16; and Anton Okorn with the trak yellow 504. I had allocated the tickets for the display at the French Car Day. Particularly pleasing about the day was that Peugeot was allocated spaces adjacent to the beautiful cars of Renault and Citroën.

At the display I noticed that there were lots of men without grey hair and without wrinkled faces. Where are these people in the car club movement? They are not with our club. It seems that generally they are not interested in joining clubs as we understand them.

I mentioned French Car Day in the July president's report and indicated that the accounts were being prepared. Well, the club made a nice profit on the day which will go into the club's kitty and be credited against the time when in the future the weather makes the day a disaster.

In the meantime, keep on Pugging on.



Humming along: Ross Berghofer checking out a LHD Hummer for size.

Ross Berghofer

THE 2013 ANNUAL general meeting was held on 7 August and I am proud to let you know that once again I was elected (unopposed) as the club president. I am quite honoured to accept that position.

Other committee positions were filled and I offer my congratulations to my fellow committee people—however, the position of treasurer was not filled.

Club receipts and payments are being processed. I assure you that club funds are secure, safely deposited in an NAB account and accountable. But our club is without someone to manage

the club funds. If a member is prepared to assist, please let us know. The position does not necessarily require attendance at club or committee meetings. These days the job can be done by internet and emails, but documentation will have to be prepared for audit purposes. This position is critical to the continuing success of our club.

Geoff McHardy's election as secretary is in name only, he will administer the club's database of members. So a secretary is required for the other duties, such as club correspondence and minutes. The committee is considering formally dividing the position into two, but this will require an amendment to the club's constitution to formalise any changes.

Burwood Spring Festival

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.

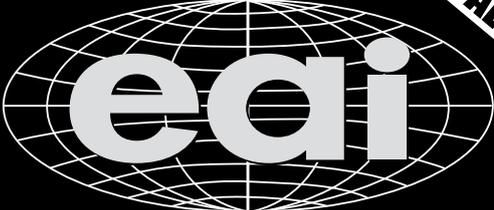
Entry is open to vehicles that are 20 or more years old, unless it is a street machine, hot rod or special interest vehicle or motor cycle.

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

22 September

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



ALSO NOW IN SYDNEY

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo
Carrying the largest stock of parts for these marques in Australia.
Club discount on production of current membership card. Mail order.

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

OASIS

Tuesday
3 September

Reg Short

Have you been on an OASIS Run? They are run by the Morris Minor Picnic Club and our club is invited. September's OASIS Run will be to the Bradman Museum in Bowral. We'll meet at McDonald's at Narellan at 9:45am. Guided tours are \$14 each. Lunch will be at Mittagong RSL in the bistro, at approx 12:45pm, just off Bessemer St, Mittagong.

October meeting

2 October

Doug Smith

THE OCTOBER Meeting will be held at the Shannons Showroom in St Leonards—so members can view the cars that will be in the Shannons October Auction, from 7pm-ish.

Cars that will be up for auction include a 1960 Studebaker Hawk, a number of different types of Mercedes, 1969 Mazda R100, 1925 Willys Overland, 1965 Ford Galaxie, 1985 Ferrari

Mondial—along with other classic vehicles and motorbikes.

The Shannons Showroom is at 65 Reserve Rd, St Leonards. For those that have not been before, the carpark entrance is on the left, just past the roundabout with Frederick St on Reserve Rd. If you find yourself at the entrance to Royal North Shore Hospital, you've just missed the driveway.

This is always a good night so I'm looking forward to seeing a good turnout.



Clarendon Classic Rally

15 September

Geoff McHardy



SYDNEY ANTIQUE Machinery Club, Inc. has invited us to the annual Clarendon Classic Rally display on 15th September at Hawkesbury Showground, Racecourse Rd, Clarendon NSW.

There will be stationary engines and tractor displays all weekend, along with vintage cars & bikes, working trucks and displays of antique tools & equipment

Food & drinks will be available.

Some of the features listed in their flyer include David Brown tractors, Austral Engines, plus 50 Years of Mack Trucks in Australia.

There will be a tractor and vehicle trek on Sunday morning.

For further information please contact Steven Muscat 0418 453 203 or check out their website at www.sydneyantiquemachineryclub.com

SPRING CRUIZ-IN
Proudly Supported By Hunter Valley Gardens

SUNDAY 20 OCTOBER 2013

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



Oil, Steam & Kerosene — 12-13 Oct

Simon Craig

THE CAMPBELLTOWN Steam & Machinery Museum hold two Open Day weekends a year, May and October. There is one coming up on 12-13 October and our club is invited.

The Museum houses a unique collection of vintage steam and internal combustion agricultural and industrial engines. A two-foot gauge industrial railway is also operated on the grounds.

They aim to educate and entertain the public and promote the restoration and preservation of our unique past.

The majority of the exhibits are working at their open days so that they can be experienced

with sights, sounds and smells of a bygone era.

The Museum is located at 86 Menangle Road, Menangle Park—about 4km from Campbelltown.

Tickets are \$10 for adults, \$5 for kids, \$5 for pensioners and \$25 for a family ticket.

Free parking and BBQ facilities are available. Hot and cold food and drinks are for sale, along with various arts and crafts stalls, if the free wagon rides, free 2' gauge railway rides, tractor ploughing, military vehicles, engine displays and vintage cars don't do it for you.

Saturday times are 10am-4pm and Sunday is 9am-3pm.

For more info, visit the Museum website at www.csmm.com.au

Club diary

Tues, 3 September

OASIS Run to Bradman Museum. See page 4.

Wed, 4 September

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

Sun, 8 September

NSW Motorkhana, round 5, Nirimba.

Wed 11 September

Committee Meeting, Parramatta Workers, 8pm.

13-15 September

Oh3 Weekend, Hill End.

Sun, 15 September

Clarendon Classic Rally

Tue, 1 October

OASIS Run — tba

Wed, 2 October

Club Meeting, Shannons showroom, St Leonards.

Wed, 9 October

Committee Meeting, Parramatta Workers, 8pm.

12-13 October

Campbelltown Steam Museum Open days.

Sun, 20 October

Victorian French Car Festival, Williamstown

Tue, 5 November

OASIS Run — tba

Wed, 6 November

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

Wed 12 November

Committee Meeting, Parramatta Workers, 8pm.



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@hmlleisureplanning.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

End of year dinner

30 November

Simon Craig

THIS YEAR'S VENUE for the end of
year dinner sees us returning to the
Stonebar at Meadowbank, where last
year's dinner was held.

A popular venue, Stonebar has a great out-
look on the Parramatta River.

The menu caters for seafood and non-
seafood lovers alike, with a \$40 per head
charge for an entree and a main—dessert and
coffee is extra.

A dizzying selection of meals are available
and, with only 30 places booked, you may have
to get in quick as this was a very popular func-
tion last year.

Stonebar Brasserie is located in
Meadowbank, at the end of Bowden St,
directly opposite the Sydney Ferries wharf.

Paul Pracy is collecting funds and if you
would like to book a spot at this event, you'll
need to pay him upfront, as deposits are not
being taken.

Grab him at the next meeting, or contact
him to secure your spot (see page 8 for contact
details).



Interlude Tours

Interlude in Europe 2013
17 Sept - 22 Oct

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

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

P. Q. AUTOMOTIVE MAINTENANCE

5 Smith Street,
Willoughby 2068
PHONE 9882 3215

Peugeot factory trained
technicians

Fuel injection servicing
All mechanical repairs
Pre-purchase inspections

Parts and accessories supplied

PEUGEOT CLUB MEMBERS MOST WELCOME

We think we give pretty good discounts on service and parts

The pride of Willoughby



...and more stuff!

NATIONAL TRUST OF AUSTRALIA ACT 100

CENTENARY OF CANBERRA RALLY
 19-20TH OCTOBER 2013
 JERVIS BAY - TARAGO - CANBERRA
 WWW.NATIONALTRUST.ORG.AU/ACT/RALLY

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

Dominelli Prestige



Your Southern Sydney
 Peugeot dealership



PEUGEOT

MOTION & EMOTION



PEUGEOT

MOTION & EMOTION

ARNCLIFFE SALES CENTRE,
 139 Princess Highway
 Arncliffe NSW 2205
 Ph 02 9335 9100
sales@dominelliprestige.com.au

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

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

DOMINELLI PRESTIGE
 PART OF THE DOMINELLI GROUP

www.dominelliprestige.com.au

The Peugeot Car Club of New South Wales Inc – now 40 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

It has a great mix of car models, from old to new and cult diesel, a mix of restorers, home mechanics and service customers, and a marvellous 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 AS\$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 Pugilist

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

- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799. 03 5966 2373.
- Ad deadline is Tue, 17 September. 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, 26 September.

Who are ya gonna call?

President

Ross Berghofer 9747 2745
rberghof@bigpond.net.au

Vice-president

Graeme Cosier 9456 1697
berowra61@froggy.com.au

Membership secretary

Geoff McHardy 4576 4126
geoff@nisch.org

Treasurer

awaiting a volunteer
Editor and webmaster
Simon Craig 9630 9668
simonc@pobox.com

Committee

Peter Wilson 9331 4159
peterwi@zip.com.au
Anne Cosier 9456 1697
berowra61@froggy.com.au
Paul Pracy 9807 6427
Con Engel 0428 406 505
conengel@gmail.com
Steve Palocz 0409 504 604
emailstevev6@yahoo.com.au

Auditor Rick Watkins.

Historic vehicle registrar

Ian Robinson 0458 207 064
Steve Palocz 0409 504 604
nswhistoricplates@peugeotclub.asn.au

Social director

Grahame Foster
foz407@westnet.com.au

Sporting director

Helen Louran 0413 594 792
helenandneale1@optusnet.com.au

Assistants

- Merchandise awaiting a volunteer
- Video library, Steve Palocz
- General inquiries Anne Cosier, 9456 1697
- Library books, Brendan Fitzpatrick jessbren@bigpond.net.au
- Badges, Jon Marsh 9627 3828 jonmarsh@tpg.com.au

Registrars

Members' inquiries only, please
203 Rob Oakman 9623 2526
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
Regional contacts:
Northern Rivers: Harry Witham
6628 0679 ah
jenniferwitham@hotmail.com
New England/NW: Jim & Pat Brear
0429 428 700
jbrear@coamas.com.au
Central west: Roger Petheram
6884 7852
rp6239@gmail.com

Southern Highlands:
New Regional contact wanted



Forget July as Peugeot looks ahead



Peugeot 408: This big car with a boot could be used to kick up Peugeot sales.

Peter Wilson

THE MOOD AT Peugeot Automobiles Australia headquarters in Homebush is bullish as the Peugeot 208 GTi roll-out gets media attention, the 2008 release approaches and there's a possible change of heart over the Malaysian-built 408.

As sales folk always look forward, the slump in July sales was accepted in the context of the bumper June result.

An opportunity has opened up with the shock decision of Opel to pull the plug on its new Australian operation last month after poor sales.

Peugeot honcho Bill Gillespie indicated the distributor planned to increase its Australian dealer network by 20 per cent, from the present 38 retailers to 46 by the middle of next year, as it rolled out more new models, motoring.com.au reported.

Peugeot is targeting Opel dealers who are seeking a new franchise to help realise the investment in their expensive new showrooms. Some reportedly spent up to \$3 million in the expectation of lasting beyond their unfilled initial three-year contracts.

However, Opel would not help fill out gaps in Sydney because the four dealers are too near existing dealerships.

The other development is the arrival at Homebush of an Australian Design Rules-compliant, Malaysian-assembled Peugeot 408 for reassessment.

Australasia was cited as a target market when Malaysian production began of this Chinese-designed stretched development of the 308 with a roomy back seat and a boot. It has been on and off the Australian agenda over the past two years and Bill Gillespie confirmed to CarAdvice.com.au recently that a decision would be made in a few months.

The website suggested that because Malaysian production costs were lower than French and as the model would come in under the recent Australia-Malaysia free trade agreement, the 408 was a potential \$19,990 contender.

It said Sime Darby was said to be ready to take 1,500 408s for its distributorships in the Asian region.

The multinational is one of Malaysia's biggest concerns and has possibly been enlisted to do its bit for the country's industrial exports.

Meanwhile, while Australian Peugeot sales fell off in July to 280 units, the lowest month since December 2011, the year-to-July result was 3,112, still ahead of the 3,031 of the same period in 2012.

The Japanese-sourced 4008 crossover is the brand's top-seller with 697 units finding new owners in the year to August.

The 2008 crossover, due out in October, has taken off in the UK and it is hoped it will find similar favour here.

Other new models on the way are the hot RCZ R in April, facelifted 3008 and 5008 models in early 2014 and a new generation 308 next June.

The Federal Chamber of Automotive Industries said national sales were strong in July at 90,235 units with year-to-date sales 4.6 per cent ahead of the same months in 2012 and locally manufactured vehicle sales up 4 per cent on the previous July.

The FCAI was not happy about the fringe benefit tax change, saying it hit late July sales. However, a spate of sales and special offers from the big-spending brands indicated things were slowing down as it always does at Federal Election time.

July was good for Renault (607), Fiat (468), Volvo (427), Alfa Romeo (320) and Skoda (308).

Citroën, which has been struggling to get out of double figures since its move under the Sime Darby banner, improved its position to 130 sales.

Citroën chief John Startari told journalists at the launch of the DS3 cabriolet it has been "a hard slog" to overhaul the line-up and to rejig prices and specs to meet the expectations of Australian buyers.

The emphasis now is on brand building, re-enthusiasing jaded dealers and aiming for a niche to sell a premium product with French quality.

"Brands are constantly going around the world finding the lowest cost centres for production," he told Drive. "The Citroën range – other than the Citroën C4 Aircross – is built in France and Spain. Citroën hasn't chased the others into developing nations to build cars cheaper. And the quality shows."

John Startari was frank that the lack of a competitive automatic transmission has been an aspect that has held Citroën (and Peugeot) vehicles back in Australia.

This has largely been a product of France's overwhelming preference for automated manuals (also known as robotised manuals) that lack the smoothness of modern automatics. That is changing as the automaker broadens its perspective.

"We're moving away from the robotised manuals that are so popular in Europe," he said. "They're just not accepted in Australia."

"Let's face it, for a long time Citroën and Peugeot were essentially French, and then they expanded to be European and now they're expanding to be truly global.

"Their expansion into China shows an ability to adapt. Think global, but act local. As Citroën increases its footprint around the world we are getting access to the cars and elements we need."

- In Sydney, Dominelli Peugeot has at last received approval to colour its Blue Box on the highway at Arncliffe after council concerns that blue was inappropriate for a building in the flight path.

Muir European is working towards its Peugeot dealership at Haberfield and is still advertising for staff.

At Rosebery, Paradise Garage at 26 Dunning Street has become a Peugeot service centre and can boast a tidy Armstrong Siddeley ute as its vehicle for spares delivery. The garage, which is also a restoration workshop, looks after Rolls-Royces, Bentleys, Jaguars, Range Rovers and, for the past 16 years, Citroëns.

When it took on Peugeot, for which it already had many of the special tools and diagnostic equipment, it was surprised at the number of Pugs that surfaced from its neighbourhood.

Meanwhile, Tamworth City Prestige has completed its move of its Peugeot and other brands into its new premises in Jewry Road, a huge former Bunnings warehouse near the city's racecourse. It could be the most spacious dealerships in Australia with a vast indoor area for parking cars.

The Tamworth dealership is now operating a Peugeot service at Armidale.

If you can't read French enjoy the pictures

Brendan Fitzpatrick.

THE PEUGEOT CAR Club Library presently has 73 books. These are a combination of workshop manuals and general car reading materials. All books are available to be borrowed by club members.

The workshop manuals cover the following models; 203, 205, 206, 306, 403, 404, 405, 406, 504, 505, 604 and 605.

In the general reading category there are 24 books. Most are written in English. However, some are written in French. All have high qual-

ity colour photos within the books that act to enhance them.

A list of the titles in the general reading is:-
Peugeot Coupes Cabriolets.
Sous Le Signe Du Lion.

- The Peugeot Adventure, Reine D'Afrique.
- Peugeot Citroen Timing Belts.
- Solex Carburettor Tuning.
- Bosch K-Jetronic.
- Bosch Jetronic Fuel Injection System.
- Jetronic Petrol Injection System for ZDJ Motor.
- Musee Peugeot.
- The Technique of Motor Racing.
- Building Cars in Australia.
- Pininfarina Art and Industry 1930-2000.
- Armand Peugeot.
- Peugeot Automobile.

- Peugeot a Sochaux.
- Peugeot L'Adventure Automobile.
- La Production Peugeot de 1889-1968.
- Les Automobiles Peugeot.
- Der Franzose Citroen Peugeot Renault.
- Rear Vision an Autobiography.
- The Man Behind the Marque, W O Bentley.
- The Magic of a Name: The Rolls Royce Story.
- The Jack Brabham Story.

Borrowing from the library has always been very popular with an average of two books being loaned out each month over the past 12 months.

Because there are so many books, I cannot bring them all to each meeting; however, I do bring the general reading selection along. If any member wishes to borrow a workshop manual, please let me know by email before the meeting so that I can bring it along, or see me at the meeting and I will bring it to the next meeting.

It's official: 87,772 Pugs on the road

Peter Wilson

It's not that long ago that owners of the Pininfarina-designed Peugeot 306 cabriolet never felt out of place at a fashionable shopping centre or at the polo and owners of the 206 GTi discussed proudly their hot hatches on their internet forum and met occasionally for country runs.

One of each of these once desirable cars could be found last month among the hundreds of cars in a Blacktown wreckers' paddock, waiting for customers to pick off their parts.

The 2002 GTi was there after a cabin fire while the 1995 cabrio, with 218,193km on the clock, was slightly dented and shabby.

Near them was a grubby white 1990 Peugeot 405 auto with 190,377km up. With a good wash and polish, and perhaps a few repairs, it could have been a tidy family sedan again.

But no-one, apart from part hunters, wanted these Peugeots anymore.

They are not worth all that much, part replacement and repair labour costs can be as high as those for newer models and there are plenty of later Peugeots and brand new ones available to replace them.

It's a trend. An increasing number of older

Peugeots are being taken off the road, according to the latest Australian motor vehicle census. Some of them are not so old as insurers find it cheaper and less bother to write off cars instead of repairing them.

On the bright side, the Bureau of Statistics

counted 87,772 registered Peugeots on Australian roads when it made its annual check of motor registries on January 31.

This was a 2.9 per cent increase on the 2012 count of 85,291 Peugeots, which is above the national fleet increase of 2.4 per cent.

In that 12 months, industry figures show a total of 5,169 new Peugeots took to the road. The arithmetic shows a slightly higher number – 2,688 Peugeots – came off the road.

That's an attrition rate of 224 Pugs a month.

Fortunately they were not all scrapped as Peugeot club collectors added to their backyard stashes.

Peugeot was back at No. 17 position in the national car park, which has now reached a total of 17,180,596 vehicles, 2.2 per cent more than in 2012.

Peugeot was No. 16 in 2012 after Daewoo numbers fell, but this year the SUV craze let Jeep with 93,919 overtake the French auto maker.

The statisticians reported Peugeot made a 19.5 per cent gain in fleet size between 2008, when 73,456 Pugs were on the road, and 2013. Its position then was No 17, ahead of Jeep (19) and Audi (20) but behind Daewoo (15) and Daihatsu (16).

Peugeot remains a small player in the Australian market, but its position is still improving, though the rate of growth is down. Major players such as Holden, Ford and Mitsubishi are down 1.2, 3.2 and 2.1 per cent respectively this year.

In the six months since the census, another 2,708 new Peugeots have been sold. Allowing for attrition of about 1,400 Pugs, that would give a fleet of 89,000 at the end of July.

The biggest fleet brand is Toyota (2,606,749), followed by Holden, Ford, Mitsubishi, Mazda, Hyundai and Nissan.

The brands making the most progress between 2012 and 2013 were Audi and Kia, up 13.5 and 11 per cent respectively.

Audi has had the most spectacular growth, a 102 per cent rise from a fleet of 53,064 in 2008 to 197,176 in 2013.

Renault improved its position from a fleet of 21,799 in 2008 to 29,513 this year, a 25.4 per cent rise, while Citroën boosted its fleet 25.5 per cent from 18,649 in 2008 to 23,406 this year. Its gain from 2012 to 2013 was 3.7 per cent.

The 28-page census report indicates how our roads are crowding up. Last year there were 72 vehicles for every 100 Australians. This year it's 75 to the 100. Tasmania leads with 83 to the 100.

The proportion of light commercial vehicles and motorcycles on the road is rising, and trucks are bigger and heavier.

New South Wales has the biggest fleet, five million vehicles, while Victoria is next with 4.4 million.

The average age of Australian vehicles is 10 years for the fourth successive year.

Eighty per cent of them use petrol and the diesel fleet is bigger.

Unwanted: About 224 Pugs end up at a wrecker's every month.



2014 Pug Pageant



Nearby Lake Wyaralong

As announced at the conclusion of the last Pageant in Wodonga, the 2014 Pageant will be held at The Outlook Conference Centre in Boonah, QLD, during Easter 2014—from 18-21 April.

Kay Marken

THE PCQ PAGEANT Committee are very happy with their arrangements for the 2014 Pageant.

Following their third on-site visit and discussions, organisation is progressing and they are expecting a successful pageant to follow.

During the discussions with The Outlook and the Boonah Information Centre many helpful ideas and leads to community assistance were provided.

Our intention is to provide everything needed for a Pageant in one place as much as possible, to retain the friendships and camaraderie developed over many years. We also determined to do this at a reasonable price. With motels in other areas refusing to hold sufficient rooms for us, we were glad to find this site, which means no-one should miss out. Of course, we realize not everyone will want to stay in the shared accommodation, and there are two motels within five minutes that should be able to provide those participants with their accommodation needs.

A few facts about the accommodation at The Outlook

If you saw the 2013 Pageant presentation you would already know that every unit has parking (some undercover), tea and coffee facilities, fridge (some have a cold room), laundry facilities, hand car wash facilities, BBQ and deck, bathrooms and toilets, some have handicap facilities and some have A/C and many have kitchens that you can also use.

There are different unit configurations, and when people send in their replies re attending the 2014 Pageant we hope they will look at the unit diagrams and indicate their accommodation preferences within The Outlook complex, which must be booked through our committee, or at one of the nearby motels.

Contrary to one story circulating, all bedrooms have doors ensuring privacy, and we will not allocate more than two to a room unless specifically asked to, even if the plan shows three beds.

Due to state law changes, there will be no bunk beds in the bedrooms. As we had never considered using any of these in our room allocations this will not make a difference, but now there won't be a top bunk to hit your head on.

Units 1 and 3 have two accommodation wings. At one end is a separate self-contained "flat" with three bedrooms, which can be used for a total of 3, 4 or 5 occupants, who share a bathroom and separate toilet.

At the other end there are five bedrooms, one of which is a family unit to sleep three with their own bathroom.

Unit 2 is similar to units 1 and 3, except that the separate self-contained "flat" has two bedrooms and a much larger wheelchair-friendly bathroom.

Unit 6 is a basic 3 bed Queenslander with one bathroom, separate toilet, kitchen, lounge and dining room.

Unit 4 is a five bedroom house, with three bedrooms sharing one bathroom and separate toilet at one end, and two larger wheelchair-size bedrooms at the other end, with an extra large wheelchair-accessible bathroom.

Unit 7 is the newest, with ten bedrooms with a total of 8 showers and 8 toilets. This all means that we can accommodate 44 people if we only have only one person in each double room, and 77 people if couples are sharing a bedroom as they would in normal life. Of course, single participants would not be allocated a shared room unless they ask.

There are 21 bathrooms in these accommodation units which average at 2 sharing with minimum occupancy and 3.5 sharing if maximum.

We anticipate that we will not be at maximum, as some participants have already expressed the wish to stay with friends or at a motel.

So what do you do now?

If you are thinking of attending and staying at The Outlook, indicate your unit and bedroom preference, also telling us other people you would like to be near, and especially stating any health concerns that are affecting your decision. Remember Units 2, 4 and 7 can all be accessed from ground level.

Don't forget, you can also bring your own caravan or tent, and there are separate

additional camp kitchen facilities and bathroom and toilet facilities if you do.

The Queensland Club is handling all the accommodation bookings for the Outlook through the registration forms for the Pageant. If you want to attend but cannot or don't wish to use the shared accommodation we have pre-booked at The Outlook, we suggest you book at one of the motels. We will certainly adjust your accommodation factor in the Pageant fees the fairest we can.

The Boonah Valley Motel is closest, and it is very nicely set out.

The Boonah Motel is just a bit further down the road.

As we are still negotiating menus and costings, and it is several months before the event, final

Unit 1



figures are not available for registration forms yet. The committee is hopeful of having these registration forms available sometime in August [not yet available at time of printing - Ed].

Your Pageant fee will include your accommodation (unlike previous pageants) and this is part of the reason we booked the complex and of course this will be on the registration form. And also a reminder, if you want to stay Thursday night before the Pageant or Monday night after the Pageant, this is also available at The Outlook, for a small additional fee as charged by The Outlook.

If you did this, a shopping trip in Boonah will help you provide your own food in the fully equipped kitchens or using the BBQs on the decks. New unit diagrams reflecting the changes from bunk beds are being prepared and will be uploaded to the PCQ site ASAP. The committee has already been making purchases for filling your goodies bags, and filling in specific details in the program. Hope to see you in Queensland in 2014 PCQ Pageant Committee

For more info, see www.peugeotclubqld.org.au/peugeot_pageant.html



Unit 7



2012 Pageant

A 208 GTi Experience



Ben Green, a self-confessed Peugeot fanatic from Canberra, was recently treated to Peugeot Australia's GTi Experience on the Gold Coast.

Ben Green

I WAS EXTREMELY lucky to recently win a Peugeot competition named "GTi Experience".

After submitting 25 words why I should be selected to win this opportunity, I received a voicemail indicating that I had won and would be flown to the Gold Coast on 9 August, all costs covered and provided with a day on a track with the new Peugeot 208 GTi and two V8 Supercar drivers.

I was excited and completely shocked as I never win anything!

Upon landing in Brisbane airport and locating the Peugeot sign for our transfer, approximately 20 other die-hard Peugeot fanatics from all over the country greeted me.

The bus ride itself to our accommodation at Palm Cove was excellent—as I had never had the opportunity to talk to so many true Peugeot fanatics at once—with almost all of them having owned more than one Peugeot. Several had pugs

in numbers well into the teens.

A brand new white 208 GTi was lit up with spotlights at the entrance to the accommodation. After breakfast in the morning, everyone was found standing around the new 208, admiring, comparing to previous models, testing seat comfort / driving position and generally enjoying the opportunity they were sharing with fellow fanatics.

The transfer took our excited bunch to Norwell Testing Facility, which had cleverly been rebranded "Peugeot" (even the large sign out the front of the facility) as the 208 GTi release and press activity had taken place earlier in the week.

We were greeted by approximately 20 208 GTis lined up and waiting in the sun. Every colour in the range except blue was present. There was also a red 205 GTi which was a nice comparison to have in the metal.

The conference facility was very nicely set up with plenty of food / drinks and Peugeot branding. We sat down for a brief introduction to the day and the 208 GTi.

Before anyone spoke, we heard that familiar piano tune at the start of the famous Climb Dance video where Ari Vatanen raced a Peugeot 405 T16 up Pikes Peak many years ago. The video was on full screen with great sound.

As you can imagine, a room full of Peugeot fanatics (who had probably watched the video several thousand times

between them) were smiling.

We were then provided with a presentation closely linking the new 208 GTi to the recent performance models and the iconic 205 GTi. I think everyone in the room had owned at least one of them, if not several.

We were provided with examples of Peugeot's motorsport exploits over the years, citing many previous examples and the recent Pikes Peak effort by Loeb.

Most people in the room already knew a lot about the brand, but it was interesting to hear some of the statistics from the 120 year old car brand.

Initial Impressions of the car

Exterior: The car looks much more purposeful in the metal than it does in pictures. There were styling cues linked to Peugeots of old and I am glad they have finally abandoned the ridiculous gaping mouth of recent years.

The car looks quite small, 205-sized almost—if a little taller. It is not tough and menacing looking but is a good-looking hot hatch in my opinion.

There was much discussion throughout the day of the best colour for the car, with many comparing to the colour of their 205 GTi.

I ended up deciding on the Shark Grey as my favourite.

Interior: The interior is nicely finished with plenty of red highlights carried over from the 205 GTi (but not the red carpet, thankfully).

There is lots of leather and red stitching, which works nicely.

The cabin feels solid and very well built. The seats are excellent and very supportive when cornering (which has always been a Peugeot strong point).

Many UK journalists complained that the dials were too high and the steering wheel blocked their view. I don't know what shaped bodies they had, but it was near impossible to



GTi porn: The view from the bus

block the dials with the amount of seat/steering wheel adjustment available.

The majority of internal controls are performed by a large iPad-like device on the centre console. It was very clear and seemed simple enough to use, but I guess I am old fashioned in that I would prefer a knob to adjust heater/fan/radio etc. so you don't have to look away from the road.

The steering wheel is tiny and an excellent wheel to hold.

For those that aren't aware, the car weighs approximately 1,100kg and has a 1.6 litre turbocharged 4 cylinder with 147kw of power and 275Nm of torque (which recently won International Engine of the Year in its category) mated to a 6 speed manual. The cost is \$29,990 plus on roads.

I'll provide a brief summary of the activities over the course of the day.

Brake Testing

We were divided into two groups, my group was taken by V8 Supercar driver Andrew Jones and told to jump into a 208 GTi and head to the other end of the circuit where witches' hats had been set up to be used for ABS testing. The aim was to drive towards the witches' hats at 80km/h, brake heavily at the first marker and then swerve left or right through the witches' hats under brakes.

At the last minute, Andrew (who was standing on the track) would indicate which way you were to go.

The car performed this exercise with amazing precision, over and over again. The big 302mm brakes up front were more than enough for 1,100kg. It would also appear that ABS has come a long way in recent years—with minimal pulsing through the pedal while performing the manoeuvre.

Skid Pan

V8 Supercar driver Jason Bright then took the same group across to the skidpan.

The idea of this activity was to demonstrate the ESP system fitted to the car.

We jumped into the car with Jason individually and were told to drive around a circular circuit painted onto the saturated concrete surface—keeping the inside wheel as close to the white line as possible.

The speed was gradually increased until the car started to wash out ever so slightly.

I was absolutely amazed at the grip provided by the car on this surface: my guess at our speed would be 60-70km/h.

The car was completely controllable with the ESP off and realistically was not much slower at all. You could feel the rear braking loose and modulate the throttle and steering accordingly.

I was extremely impressed how adjustable the



car was on the limit.

Laps

We each jumped into a 208 GTi with a fellow competition winner as a passenger and followed Jason Bright in the lead 208 GTi for some laps of the circuit. The idea was for us to get a feel for the car in "road like" conditions.

This was our first opportunity to get a real feel for the car.

The feedback through small and shapely steering wheel is excellent. You can feel the wheel loading up nicely as you turn into each corner. This is something Peugeots of late have been lacking in my opinion.

The exhaust provides a very nice burble at low revs and at idle. Nicely tuned for a small 1.6 litre engine. There is no drone at higher revs.

The engine feels very torquey and pulls nicely from anywhere in the rev range. I am no expert on turbo engines, but the power delivery feels much more linear than others I have driven.

The gear change was nice and the gear knob shape fitted your hand nicely.

There was minimal torque steer on track and the car felt very adjustable through each corner.

I'd imagine a beautiful, winding mountain road would be perfect for this car. The ride felt very compliant (although there were not massive bumps on this particular track), yet stayed extremely flat around bends. It again reminded me of Peugeots of old behind the wheel.

Unfortunately we weren't unleashed on the cars for balls out laps, but given the circuit it was probably a smart move by Peugeot. There were not many run off areas and plenty of trees close enough to the circuit to cause enough damage to their new cars.

My only complaint behind the wheel was something that affected a couple of my previous Peugeots: clutch shudder. I replaced the clutch at 60k on my 180 due to this and the new clutch was no different. I only noticed it in one of the cars on the day, and only very slightly, but thought it worth noting.

Timed Event

A smallish section of the track had been marked off for a timed event. We were each given a chance (against the stopwatch) to take the 208 GTi through this course for one lap and park back in a garage (of witches' hats).

It was quite difficult in that none of us had driven this course, but we were all in the same boat. The two Canberrans in attendance managed 1st and 2nd with both of us being time penalised for taking out the back of the garage (witches' hat)! It was great fun.

Hot Laps

Probably the highlight of the day and an amazing demonstration of what the little Pug is capable of, we were each given a passenger lap with a V8 Supercar driver behind the wheel.

I can tell you, those guys really know how to drive and truly demonstrated how late you can actually brake for a corner! It was amazing feeling them adjusting the car through each corner and how much control they had as all four tyres



were screaming in pain. I can only imagine how insane it must be in a field of V8 Supercars.

Summary

At the end of the day, we were each given a gift pack and a USB stick which contained some video footage of us throughout the day. Speaking to the super friendly and dedicated Peugeot team that were there on the day, it was clear that this exercise was not intended to encourage us to buy cars, but more to impart our thoughts on the cars (as previous Peugeot owners) to others.

I still drive a Peugeot as a run about (actually the original 405 Mi16 that I owned many years ago), but currently have a Lotus Elise and a Volvo C30 T5-R in the garage which are essentially our daily drives.

I have been waiting for Peugeot to release a car that brought back the memories and driver involvement of old and I strongly believe they have done this with the 208 GTi.

This morning I re-read a letter that I wrote to Peugeot about 3 years ago, expressing my frustration at the lack of a genuine sporting model in their line-up, particularly considering the strong sporting history in the brand. I am sure my letter had absolutely no bearing on the 208 GTi, but it would appear that my questions have been answered!

I guess the final question would be: Would I buy one? Yes, in a heartbeat. Now I just have to convince my wife.

The purpose of this review is not to try and sell you a 208 GTi, but I thought you may be interested in this experience and an opinion of the car from someone who is not a motoring journalist.

If you are a Peugeot fanatic that has owned such cars as the 205 GTi, 306 GTi6, I can strongly recommend taking one for a test drive.

Unfortunately I only had my iPhone with me, so don't have any quality pics, but I have taken a couple that may be of interest.

Pictures: Ben Green



Jim Kearns tells how even a doctor can have delivery problems and of his UK quest for clutch information that led to a brisk hillclimb in a Bugatti

Jim Kearns

AFTER A CONVERSATION in 2005 with the late Gordon Miller, who was restoring his 1925 Peugeot 172R, I decided to purchase a similar model that Brian Arundale had advertised in the Pugilist; it seemed like a good idea at the time.

The car was in Tasmania and was a 1926 172R cabriolet (chassis no. 101596) that was delivered to Queensland on 26 November 1926 as a rolling chassis.

After transferring the money, I began contacting transporters, who all asked the same questions:

- Does the car drive? Well, no. That will be an extra \$100.
- Does the car have brakes? Well, no. That will be an extra \$100.
- Does the car have a steering wheel? Well, no. That is an extra \$100.
- Is the engine attached? Well, no. That is an extra \$150.
- Does it have wheels? Yes, I said, and even tyres!

“Oh, and then there is Bass Strait, that’s an extra”

Eventually a reasonable deal was struck with “Two Men and a Truck” to deliver the Peugeot to Beecroft in Sydney. However, these guys were picking up and offloading as they went along, often taking new orders, on their trip from Tasmania to Queensland, creating many different ETAs.

The chassis arrived all boxed up with its attachments with much bubble wrap at 9 o’clock one night, and I proceeded to unwrap it like a five-year-old boy with his new bike at Christmas.

The small vehicle of course required a full restoration and David Perry of Orange was happy to do the bodywork and Malcolm Goodwin to do the mechanicals.

It was like Christmas when the baby arrived



David had restored his first car — a 1927 Chevy — when he was 14, and taught panel beat-

ing at Wetherill Park TAFE.

Malcolm has a Peugeot mechanical brain and had already rebuilt a 203 and 504 injection engine for me.

The engine is a four-cylinder monobloc, 5 HP, 720cc, F head design from a block of cast iron, with bore measurements of 51x88 mm.

The spark plugs sit in a 6x3cm round brass plate that screws into the top of the engine, that when undone exposes the two valves for each cylinder.

The aluminium pistons operate beside the valves and are slightly elliptical with the wider diameter sideways to allow for heating. The 172R has rear brakes only and the accelerator is between the clutch and brake pedals. There are no shock absorbers.

The diff is a worm drive, the brass wheel having 21 notches, the same number as a 203 Berlina but the axles are fixed.

The large brass wheel studs on the right side are labelled with a raised “D” (droit) and the thread is clockwise and those on the left with a “G” (gauche) and are anti-clockwise – to prevent the wheels from falling off, like the nut on the bottom of your whipper snipper.

Cooling is by a fan that sits on top of the



Christmas time: Jim takes the wrapping off his newly-acquired 172R cabriolet project.

engine—there being no water pump. The method is called “thermal fusion”, which relies on hot water rising, hence a large radiator.

A large backing plate seized onto the block prevented immediate dismantling. Malcolm was not prepared to use a steel hammer with cast iron, as this original engine with matching numbers was not replaceable.

The block was dangled from a rafter in their garage by the flywheel, and WD40 was used each morning and a tap with a wooden mallet applied.

Two years later when the Cessnock weather provided a very hot day followed by a very cold night in late May, at 9am the next morning it came apart when struck, with the engine falling on to a mattress below. I received a call from Malcolm and we were ecstatic, as though a baby had been born.

All the internals looked reasonable.

The dismantled engine was sent to David Moore of Nabiac and was reassembled by Malcolm using the rebuilt pistons, rings, con rods and valves. The camshaft and crankshaft were ok after testing – lucky.

The chassis with its wheels, brakes and basic springs, was restored to as new and the radiator was luckily perfect, having a non-replaceable tear drop shape in the fins. The radiator surround, mud guards and all other metal parts were mainly remade or refashioned using the original rusty or damaged parts.

The dashboard clock, speedometer and light arrangement were restored by Otto Instruments of Brisbane and are original and beautiful.

Although all aspects of the car were original and the engine and chassis numbers matched, there was no timber to use as a guide for the body work.

Gordon Miller had the same problem on his 172R, which was a combination of 3 cars, and decided to design his own body style.

He introduced me to Janette Horton from Staffordshire in the UK in 2006 via the internet. She is the pre-war registrar for Club Peugeot UK.

Janette had a 1925 model 172R with a Torpedo body style, while mine was a 1926 Cabriolet with a dicky seat at the rear, but both cars were mechanically the same.

The Cabriolet was advertised as “par la Femme” as it had side windows. My car body was right hand drive built in Australia, and David Perry could name the likely builder due to the mudguard shape.



Janette’s car has steering on the opposite side to mine and the body could have been built in the UK, but probably France. It does look slightly different to mine in the mudguards, but the timber around the engine and firewall seemed



to be similar.

Janette and her husband John helped me greatly in providing the dimensions that were easily accessible because John had partly dismantled the car in preparation for the International Peugeot Rally at Sochaux that year.

The difficult timber areas were at the front of the

also, a rusted nut and bolt attached to the step into the dicky.

David assessed the thickness of the timber to be the distance between the nut and the bolt with its washer. It all turned out to be correct.

Progress has been halted due to difficulties with the clutch mechanism. The clutch mechanism differed between models and was proving to be the only problem mechanically and the Goodwin boys were scratching their heads.



car, especially the firewall. The rear was fairly straight forward as we had guards and a dicky seat lid as a guide and



In June my wife Marie and I attended the annual UK French car weekend, called La vie en Bleu, at the Prescott Hill Club property owned by the UK Bugatti Club.

Janette, who was aware of our clutch dilemma, brought her 172R down and John, being his generous self, produced his 172R spanner set (wrapped in a well-worn leather pouch with individually slotted tools) from under the dash, and dismantled the seats and floor boards for me to take some clutch photos back home.

In the meantime, the Prescott Hill climb proceeded through the whole weekend.

The course was about 2km with a nasty hairpin bend at the top right.

Cars were mainly English vintage and classic, and were electronically timed, so that drivers could compare their own times and those of similar cars.

There were about 50 Bugattis, and the horses were not spared.

An early Bugatti Brescia crashed at the top

and the driver was very lucky, but said: "I think I will now go to the club and have a pint", according to the Daily Telegraph the next day.

The Austin Sevens and three-wheeler Morgans were magnificently competitive and a Benetton Spanish Grand Prix open wheeler and a current Bugatti Veyron with 1,000hp were a blur, with a lot of noise.

The Austin Seven was a popular little performer, having the same size engine as the 172 to escape stamp duty.

I recall that a son of the Austin manufacturer married an Australian girl and was to live in the colony. He was to build and race six special Austin Sevens, which were extremely competitive and all accounted for today.

Janette considered her 172R to be not as competitive and might hold up proceedings and pos-

sibly not get around the hairpin so she decided not to go to the starting line.

Gordon Miller, in an article in Torque of May 2008, related from Motor Life magazine in 1924: "On September 16, a 6hp Peugeot car (172) driven by M.A.H Barnes, with M.N.G Mather as his companion, arrived in Sydney concluding a trip from Melbourne which consumed 8 gallons of petrol ... an average of 73 miles per gallon ... officially timed by Mr H.W Harrison ... and checked by Mr A.W Fairfax, a well known competition driver, Mr A Dawson of the United States Rubber Company and Mr E.C. Crane"... "the test being solely a demonstration of the reliability and economy of the modern light car under Adverse Australian conditions."

Sounds like the 203 and the Redex trial,



Jim's 172R slowly taking shape



doesn't it?

One of John & Janette's other cars is an elegant burgundy 1929 Type 38 Bugatti four-seat Tourer, which has eight inline cylinders embedded in a long oblong of aluminium.

This car had been driven from Staffordshire by their daughter Elizabeth, her husband and another couple, and had already performed beautifully "on the hill." John had built the car after collecting enough parts to complete it.

We were sitting with Alistair Inglis on the hill having a cup of coffee when his phone rang and, after finishing the call, turned to Marie and said: "You're on."

"On what?" she said.

"On the hill. So get down to the starter's area in half an hour as you are going up in the Type 38 with John and Janette."

The flag fell and John put his foot down. The acceleration was amazing, and the car handled the corners well, though John had to take the top hairpin wider than the other cars, getting it back to first at high revs to get it around and then straight into second. In front we had a DB4 holding us up in the top straight which I thought, sitting in the front seat, John was going to nudge.

Most of these Prescott cars were hammered, including the current all-wheel drive Bugatti Veyrons.

The UK Peugeot Car Club was represented by fewer cars than we have at Silverwater at Bastille Day, but two recently acquired cars: a generation two 504 coupé in showroom condition having travelled a total 35,000km, and a 504 ute in the same condition having travelled a total 25,000 miles and still with the plastic on the inside of the driver's door area. Both cars were outstanding.

What a weekend that was.



The Bugatti Type 38 Tourer



Jim Kearns, John & Janette Horton, Marie Kearns.

208 GTi: A legend returns?



Mike Costello

PEUGEOT THIS week returns to the Australian hot hatch market in earnest with its new 208 GTi — a car the company hails as a return to the pared-back ethos that spawned the 205 GTi of the 1980s.

Lighter, smaller and cheaper than the 207 it supersedes, Peugeot's pocket rocket touches down with a starting price of \$29,990 plus on-road costs: a little higher than three-door rivals such as the Volkswagen Polo GTI (from \$27,990) and the forthcoming Ford Fiesta ST (here in September from \$25,990).

It does, however, trump them both for power and torque, with its turbocharged 1.6-litre engine

- familiar from the RCZ and a host of Mini models - punching out a hearty 147kW of power at 5500rpm and 275Nm at 1,700rpm (the VW and Ford have 132kW/250Nm and 134kW/240Nm respectively).

It also goes to some way to justifying its higher pricetag by offering features such as satellite navigation as standard.

With a kerb weight of only 1,160kg to lug around, the engine fires the pint-sized Pug from zero to 100km/h in 6.8 seconds. With more careful driving, Peugeot says fuel consumption can be kept to 5.9 litres per 100km on the combined cycle.

This kerb weight, incidentally, is lighter than rivals such as the 1,163kg Fiesta ST, 1,165kg DS3,

1,189 Polo GTI and 1,253kg (five-door) Fabia RS. The claimed 0-100km/h sprint time also pips the Polo and Fiesta by one solitary tenth.

Power is sent through the front wheels via a six-speed manual gearbox only, as it is with the Fiesta. Rivals such as the Polo and—when it lands here next year—the Renault Sport Clio, are dual-clutch automatic propositions only.

The GTi goes straight to the top of the 208 range, regular three- and five-door versions of which launched in Australia last year. The addition of the GTi nameplate will both act as a halo for the whole range, and bring in new buyers altogether, according to Peugeot Australia general manager Bill Gillespie.

"Whilst appealing to Peugeot traditionalists we believe the new 208GTi will bring new buyers to the Peugeot brand," he said.

Early interest is understood to be strong, with Mr Gillespie saying the company has had "unprecedented levels of interest", with dealers already holding numerous forward orders.

Contrary to reports, Peugeot Australia's line of supply from the French factory that makes the car is not limited, with Mr Gillespie targeting 25 to 30 sales per month.

In addition to the extra grunt up front, Peugeot's engineers have added resistance and weight to the electric steering system and firmed-up the suspension front and rear.

The set-up remains, as with the regular 208s, a front MacPherson strut layout and a space-saving (and cheaper) rear torsion beam.

The spring damper adjustment, anti-roll bar, front sub frame and rear cross member have been stiffened and the shock absorbers have been reinforced.

The braking system has been upgraded too,



with the 17-inch alloy wheels with 205/45 tyres housing 302mm ventilated discs at the front and 249mm discs at the rear. Painted red calipers are standard fit.

The GTi also has a wider track—10mm at the front and 20mm at the rear—while exterior additions include a gloss-black rear skirt, twin chromed tailpipes, chrome window strips, GTi logos, red highlights on the front grille and LED daytime running lights.

Signature touches inside the cabin include red-stitched seats, belts, handbrake, dash, floor mats and steering wheel (which comes with a red racing mark at 12 o'clock), as well as red rims around the dials.

Cloth bucket seats with leather inserts are standard, as are aluminum paddles and chequered-flag patterns and white dials on the high-mounted instrument panel.

The standard equipment list is lengthy, and includes cruise control with a speed limiter, a seven-inch colour screen with satellite-navigation, Bluetooth and two USB ports, dual-zone climate control, trip computer and steering wheel audio controls.

Also included are rear parking sensors, electro-chromatic rear-view mirror, electric folding side mirrors, tinted glass, front door stowage bins, back-seat map pockets, a cargo cover, embossed GTi seats and 60/40 split folding rear seats.

Safety equipment includes six airbags plus all the requisite safety acronyms. Six colours are offered, including flat white and metallic red, silver, blue, grey and black.

—from *GoAuto*

Swish interior: No red carpet, but lashing of red highlights are everywhere—even on the brake calipers.



Peugeot Diplomacy

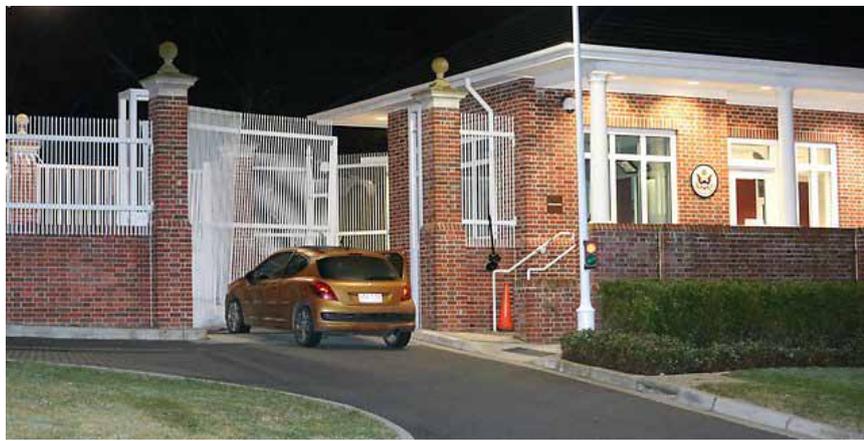
Mark Besley

IN 1890, OSCAR WILDE in his novel “The Picture of Dorian Gray” wrote the line: “... there is only one thing in the world worse than being talked about, and that is not being talked about...”. Over the years, many other well-known quotations have been derived from this concept: “There’s no such thing as bad publicity” and “Any press is good press”.

I imagine that Canberra Peugeot people are hoping this is true. On the 10th July, a car was deliberately crashed into the gates of the United States Embassy in Canberra. This led to a five-hour police operation and ultimately a Queensland

man being arrested on some fairly serious-sounding charges. After searching the car, the bomb squad “found no explosives but removed what appeared to be several business shirts from the car’s boot”.

Thanks to PCCV member Anna Morresi for drawing to my attention that fact that the car involved was a 207. The car was “Salamanca Orange” in colour (named after Salamanca in Spain) and Anna suggested that perhaps the driver did this because he didn’t like the colour of



his car. If so, I think it would have been a lot less trouble to get it resprayed in a different colour. Personally I don’t find this colour objectionable on a 207 although it appears to be one of the least popular 207 colours.

In a tribute to Peugeot safety, the news articles noted that “the car was not extensively damaged and the driver wasn’t hurt”.

— from *Torque*



Simon Craig

THE stars rolled out—literally—for the launch of Peugeot’s 208 GTi in Centennial Park on Tuesday, 20 August.

As some of you may know, I arrived home from the UK early on Saturday, 17 August, and spied a competition on Peugeot Australia’s Facebook page to win a couple of double passes to the launch of the 208 GTi in Sydney.

As luck would have it, I managed to bag

one of the passes and on Tuesday morning I discovered that it was for a Tuesday lunch-time event in Centennial Park.

I hurriedly made my way into town, hastily arranged for the other half of my editorial staff (Peter Wilson) to join me and discovered a very impressive outdoor venue in the park, complete with three very shiny 208 GTis and Peugeot’s recently purchased WA-registered 205 GTi.

A couple of marquees had been set up, complete with fine dining laid out. There was a young, hip dude singing away accompanied by a guitarist, and

there were a pair of young guys zooming around on a couple of Segways.

As it turns out, the singer was “Australian soul singer” Daniel Merriweather, who I must confess I’ve never heard of and the place was just about to be swarming with celebrities.



Channel V presenter and DJ Danny Clayton riding a 208 GTi Segway at the Peugeot launch

A horde of very well-dressed people descended on the place with lots of air kisses, “hello darling”s and extravagant hand gestures and I stood back and watched in awe.

In true Peugeot Car Club fashion, I of course didn’t recognise anyone, but I’m lead to believe they included

Weekend Sunrise’s James Tobin, Vogue fashion editor Christine Centenera, designer Josh Goot, Home and Away’s Dan Ewing and his wife Marnie, and Channel V presenter Danny Clayton, with his girlfriend.

The food was a lavish affair, the highlight being a generous serving of beef bourguignon in fancy little copper pots—very French indeed.

The weather was perfect for just such an event and—after a few more songs by Daniel—people rose to their feet and some of them even noticed that there were cars on display.

There was a bit of tyre kicking, lots of horn blowing before people began to wander back to their busy lives and all too soon the event was over.

It was great to be invited to an event like this and I’m very happy to have won an invite, but I can’t seem to shake the feeling that it was a little wasted on me.

Colliers Automotive Services

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

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

7 James Ruse Drive, Granville, Sydney, NSW 2142

Email: colliersauto@bigpond.com.au

Website: www.colliersauto.com



Classic Pug workhorse: 311,000-mile Peugeot 305

Much more than an old banger, this 1989 Peugeot has covered 500,000km and is still going strong.

Rod Ker

RECYCLING REQUIRES energy. Extracting raw materials requires energy. Developing, manufacturing and moving cars around the world requires energy. So is there an alternative to replacing a new car every seven years because it's effectively obsolete?

At the risk of stating the obvious, dare I suggest not buying a new car. This radical concept is fully endorsed by Mark Wyatt, who runs a pair of what would once have been referred to as old bangers. Classic workhorses might be a more apt term, because both have evaded the grim recycler for more than two decades, and although they were churned out by the million are now extremely rare, thanks to designer obsolescence. Ferraris are common in comparison.

Mark owns a 1990 Ford Escort MkIV estate, bought as a new import in the days when a trip to Belgium bagged a 25 per cent discount, but the real longevity hero is his 1989 Peugeot 305 estate. Despite vehicles of this era having a woeful tendency to rust, both remain remarkably solid, if not exactly pretty on the surface. Original paintwork, no less, give or take the occasional scrape touched in using an economy-size brush.

Part of the secret is that Mark lives mostly in the middle of France, where the roads aren't resurfaced with corrosive salt in winter. The other factor is that his chevaux de travail rarely stand still, so don't have a chance to go rusty. To prove it, the 305, affectionately known to friends and family as The Limo (long story), recently passed the 500,000km (311,000 miles) mark, still running well and giving 60mpg on regular 650-mile commutes to Blighty



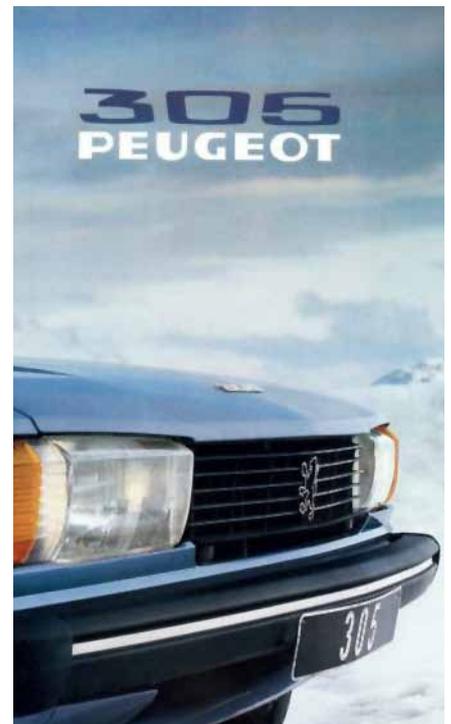
Astonishingly, its 1.9-litre XUD diesel engine is virtually untouched. A couple of years ago the cylinder head was removed, mainly out of curiosity, but nothing to see there. The valves were re-shimmed and that was that. Lion-hearted, indeed. Oh, and it did have a replacement rear subframe a while back, mainly because changing one large part was easier than messing around with lots of small parts.

Aside from any "green" arguments, why would someone who could afford a new car choose to drive a 24-year-old Peugeot? Perhaps surprisingly, there are some perfectly rational reasons. Once you get over the shock of the dashboard, a creaky symphony of poundland plastic, you can't help notice that the 305 has a smoother ride than most modern cars, whose wide, low-profile tyres jiggle over the slightest bumps.

The narrow tyres that smooth the ride also mean interior space is maximised. There's virtually no wheelarch intrusion, so the 305 is truly practical as a load-carrier, or a double bed, if necessary. And the engine – a diesel revelation in the rattly 1980s – is quiet in cruise mode, so going to the moon and half way back would be relaxing, as long as you didn't try to do it literally.

Above all, unlike modern motors the Peugeot is fixable if it ever does go wrong, so here's to the next 500,000km.

— *from Daily Telegraph, London*



Pug dealer in Phillip St

French Motors Limited is now snugly installed at Phillip Street in the commodious quarters hitherto occupied by the Kelly Motors Ltd, where it has some of the most interesting lines of agency held in Sydney.

It handles the Haynes, the first motor car produced in the USA, the Peugeot, one of the most wonderful cars in the world, the victor of the Targa Floria (Sicily), 1919 and the Indianapolis Five Hundred the same year; the Gregoire, another French high efficiency car, and last, and easily the most popular, The G.N. Cycle Car.

— *from The Motor in Australia, May 1, 1918.*



Peugeot's Pibal Bicycle

Bordeaux's answer to London's Boris Bike and Paris' Vélib has been unveiled – the ever-so-striking Pibal, designed by Philippe Starck.

The pre-prototype shown off to the city mayor Alain Juppé in February is constructed of aluminium and weighs 16kg, 7kg less than its UK cousin.

The bike's most notable feature is a scooter-inspired platform, for trips where it's easier to push off and coast. The Pibal features internal hub gearing and dynamo-driven lights. It will be manufactured by Peugeot.

The first 300 bikes will hit Bordeaux's boulevards in September 2013 and phase out the city's current fleet of 3,500 communal bikes, regional paper Sud Ouest reported.

Starck, who is most famous for interior decorating and his cult product and watch designs, worked on the project for free. "I wasn't interested in the aesthetic at all," he said. "It's a workhorse; this is a rustic bike."

—from *BikeRadar.com*



Birds observe speed limits

BIRDS OBSERVE SPEED limits on the roads even if motorists choose to ignore them, a study has found.

On roads with higher speed limits, birds are quicker to take to the air to avoid on-coming traffic, but where limits are lower, they wait longer.

The behaviour is related to speed restrictions and not the result of birds assessing the speed of approaching vehicles, researchers found.

Scientists admitted breaking speed limits to carry out the study in western France.

Motoring through the French countryside in a white Peugeot 205 hatchback, they recorded the activity of birds standing on or at the edges of roads with speed limits of 20, 50, 90 and 110 km/h.

The car was driven at, under or over the speed limit and a timer used to calculate "flight initiation distance" (FID) – the closest distance the car came before the birds flew out of danger.

A total of 134 FIDs were measured for 21 species. The researchers, led by Pierre Legagneux, from Laval University in Canada, wrote in the Royal Society journal *Biology Letters*: "Birds had significantly higher FID on road sections with higher speed limits.

"By contrast, car speed had no significant effect on FID, both when considering absolute car speed or the difference between car speed and speed limit."

Reacting to speed limits on roads is the result of birds adapting to what they consider a "habitat characteristic", the scientists suggest.

"As road traffic directly causes mortality in birds, we expect birds to respond to road traffic in a similar way as they would respond to predation," said the researchers.

"As road mortality probably increases with speed limits we would expect individuals to adjust their anti-predator behaviour to vehicle speed and/or to the speed limit. Species with longer FID are known to have smaller risk of getting killed by cars, suggesting that adjusting FID might be an adaptive way to respond to road traffic."

They added: "Our results show that birds change their FID according to speed limit rather



than car speed. This strongly suggests that birds are able to associate road sections with speed limits as a way to assess collision risk."

Three species, the carrion crow *Corvus corone*, the house sparrow *Passer domesticus*, and the blackbird *Turdus merula*, accounted for more than half the study data.

FID increased with body mass, with smaller, more agile species waiting longer before taking flight.

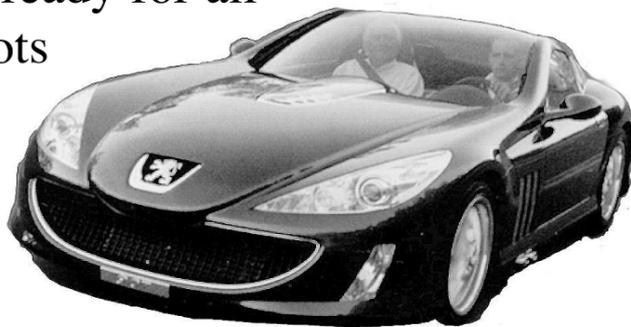
Birds standing in the middle of the road were more cautious than those at the edges and had greater FIDs.

The study did not address bird behaviour on pelican crossings.

— from *the Independent*



We're ready for all
Peugeots



P504 – Peugeot Specialists

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

Victorian wormfest

THIS YEAR'S Worm Weekend will be based in the country city of Maryborough, just 170km from Melbourne.

Accommodation has been reserved at the Golden Country Motel and Caravan Park, 134 Park Road Maryborough. The park has motel units, cabins and

camping sites.

To book accommodation please contact Golden Country Motel on 03 5461 7700 or email gcc@goldencountry.com.au. Mention you are coming for the Peugeot Car Club weekend.

The Worm Weekend is on 9-10 November



203-403 gearbox mounts

Keith Boyd, who was on the Redex Rerun, has found someone who is prepared to rerubber the 203/403 rear gearbox mounts, cost around \$120.

If you are interested, contact Graham Wallis on ewal7731@bigpond.net.au or 0429 939 619 and he'll pass on numbers to Keith.

AMID EVER-TUMBLING European car sales, the Peugeot group hopes to use part-time work, fewer production teams and other labour-flexibility moves to push its French automobile plants back to the break-even point in the next three years.

Negotiations are under way with the unions—a steep road ahead—to meet its break-even targets.

The company's director of human resources, Philippe Dorge, said in mid-July the moves aim to adapt Peugeot's production plants to the lean reality of the Western European automobile market, where the company's sales fell 14 per cent in the first half of 2013, compared to a year earlier.

Peugeot has factories, such as the one in Mulhouse, that produce barely more than 50 per cent of the cars that they could, according to a document sent to Peugeot employees.

"The objective in Europe is 100 per cent utilisation," he said at a news conference to discuss the state of union negotiations.

As defined by Peugeot, 100 per cent is the number of cars a factory can make with two shifts, 16 hours a day, 235 days a year. By that measure, Peugeot says it was at 75 per cent utilisation

Peugeot haggling with unions

last year in Europe, down from 86 per cent the year before.

To improve its industrial performance, Peugeot is proposing to shift older workers to part time and work-flexibility rules to help cut the cost of labour, as well as training to help employees find other jobs. The company could also close more back-office functions for scaled-back plants, Mr. Dorge said. In return, Peugeot says it wants to keep its industrial presence – and manufacturing jobs – in France.

"These are all measures to help get back to break even at each factory – all while securing employment," Mr. Dorge said.



Earlier this year, Renault signed a cost-cutting deal with French unions that increases labour flexibility and reduces the company's head count. In return, Renault has promised to boost production of cars in France.

However, Peugeot's situation is more perilous than Renault's. Its production and sales are far more focused in France and Southern Europe than most of its competitors. Last year, it drew down its cash balance by more than €200 million

a month.

In response, the company has sold assets—like its logistics subsidiary—to raise cash, and has promised to halve its so-called cash burn this year with a series of cost-savings moves, including closing a plant north of Paris.

Rumours have swirled about possible changes to PSA Peugeot Citroën's structure, including approaches to other car makers for capital and a suggestion the Peugeot family would relinquish control of the company.

The latest talk is that Peugeot's bank, one of its valuable assets, could be unloaded, partly unloaded or merged.

A deal is tipped with Spain's bigger Banco Santander to reduce Banque PSA's recent reliance on a controversial French government package of €7 billion in credit guarantees needed since the downgrading of the carmaker.

The European Union regards the credit as unjustified state aid as Peugeot tries to stem its losses – €5.1 billion last year – in the brutal European car market but the EU has not acted yet.

Banque PSA is a jewel in Peugeot's muddled finances. It had a net profit of €293 million on revenue of €1.07 billion in 2012. It helped finance the purchase by consumers of about 800,000 vehicles last year, or 27 per cent of PSA's global unit sales, while also playing an important role in providing dealers with funding. Overall, the bank had outstanding loans worth €23.1 billion at the end of 2012.

Santander and Banque PSA already cooperate in Brazil. Santander is bigger than Banque PSA with loans of €59 billion in Germany, Spain and Italy but not France.

— *Mainly from the Wall Street Journal.*

Sorry, the V6 is flat out



Wedding duty: Ann Fletcher's 605 leads the great turnout of polished Pugs to see Philip Pidgeon tie the knot at Broadway. It made his dad, Cowra member Col, even more proud.

40 years ago

1973 It's every Pugger for himself for accommodation for the great inaugural gathering of the Sydney and Melbourne clubs in Albury at the end of the month. Book in before the footie crowd is due in town and keep shush that it's for a car club do. Motel and hotel owners rev up the wrong way about that.

35 years ago

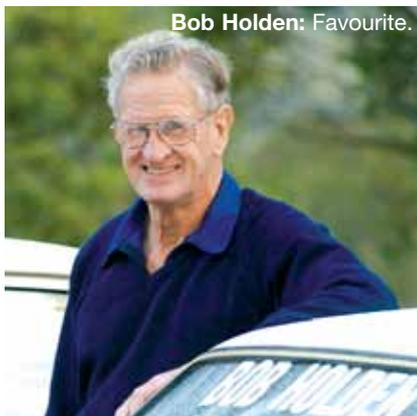
1978 Armidale puggers Paul Watson and Jim Brear promote a Peugeot country weekend at Port Macquarie with a special Country Supplement in *The Pugilist*.

30 years ago

1983 Denis Rogan's gleaming 203 resto and Mike Seamon's well-used rally 504 rally car join new 505s at the JRA stand at the Sydney Motor Show.

Graeme Cosier, who has had several roles in the club since 1974, takes over from wife Anne as secretary. She's had seven years in the job! Can he last as long?

The Sun motoring writer David Robertson loves the get up and go of the Peugeot 505 STi with the new Douvrin engine. He notes how Pug sales have held up (741 sold in 1983 to July) and how the Volvo-to-Pug sales ratio has dropped from five Volvos to one Pug to 2.5 to one.



25 years ago

1988 Pug 403 registrar Jon Marsh was chuffed at the response Bob Holden gives—when talking to the club—to the question, “Of the Peugeots you have raced over the years, which model do you like the best?” Without hesitation, “The 403.”

In the news: a dancing Peugeot 405 has won the Pikes Peak climb.

20 years ago

1993 The magazine sports on its cover Peter Lubrano's Peugeot 205 lifting a front wheel during Targa Tasmania. The car did everything right and Peter was delighted to finish 66th outright but yearned for another 30 kW, saying in standard trim, the

205's acceleration and speed were inadequate to win a trophy.

A night of dining and dancing to a bush band organised at the Vinegar Hill Woolshed for September.

In the club motorkhana at Oran Park, Rod Smith impressed — he'd had his first driving lesson the previous day.

15 years ago

1998 What's Brendan Roger's V6-engined Peugeot 504 like flat out? Not the best. A six-tonne boulder fell on it when left in his parent's new cliffside garage.

Steve Palocz waited for a week off work for the 500,000 km service on his 1970 Pug 504. He changed Ti engines, fixed oil leaks and added a new muffler.

About 24 pineapples fitted in the boot of his father's new 1953 Peugeot 203 when he was a lad, Philip Challinor recalls in his autobiography.

10 years ago

2003 Redex Rerun tail-end Donnie (Bailey) reveals the secret tactics of Team Beret from Bendigo who stormed the economy runs in the Redex Rerun with 4.1 litres/100 km (over 65 mpg in old money) in a 1953 Peugeot 203: leaving late, slipstreaming trucks, ignition off on downhill runs, and body pedalling and jostling to move the car forward on the flats.

A roast beef and spuds rebellion was brewing on the Rerun — as the cavalcade progressed it was on the menu so often at clubs and tucker stops that the presentation dinner in Sydney had to be switched to the Panthers at Penrith to have a choice on the menu.

In another tangle with Customs red tape, edi-



September 1988: The cover shows a 1911 advertisement for the Lion Peugeot. Club member Rowland Pym restored a 1910 Lion that has since ended up in the UK.

tor Peter Wilson had to obtain an Authority to Destroy and arrange last rites at Sims Metals for a tired Pug 203 engine so that English adventurer Alastair Inglis's Pug 203 van “Sacre Bleu” could be cleared to leave the country with a replacement engine.

Wal Glading warns that a Coke can rolling on the floor could trigger Peugeot side airbags and run up a \$4,000 re-installation bill.

Five years ago

2008 Members on the Coonabarabran weekend left their Peugeots for a ride in David Baker's restored 50-year-old Clipper bus to his farm to learn about its restoration and to view his collection of the old Peugeots on his to-do list.

Stuart Gibbs in his 206 GTi180 was disappointed when the driver of a race-prepped 403 at the Appendix J wet track day at Wakefield Park did not respond to his frequent waves.

What is a French car and how do you define a car's nationality? David Bean ponders these matters after test-driving a Peugeot 406 coupé, pointing out it has a French badge and engine, German transmission, Italian brakes, an Italian body and Italian build. He concludes that car nationality is irrelevant in the global auto business.

Anniversary parade: Wagga had not seen anything like it when a 2km line of Peugeot 504s hit town, 44 in all an a who's who of Pug enthusiasts, for the model's 30th birthday.



Anatomy of an HDi

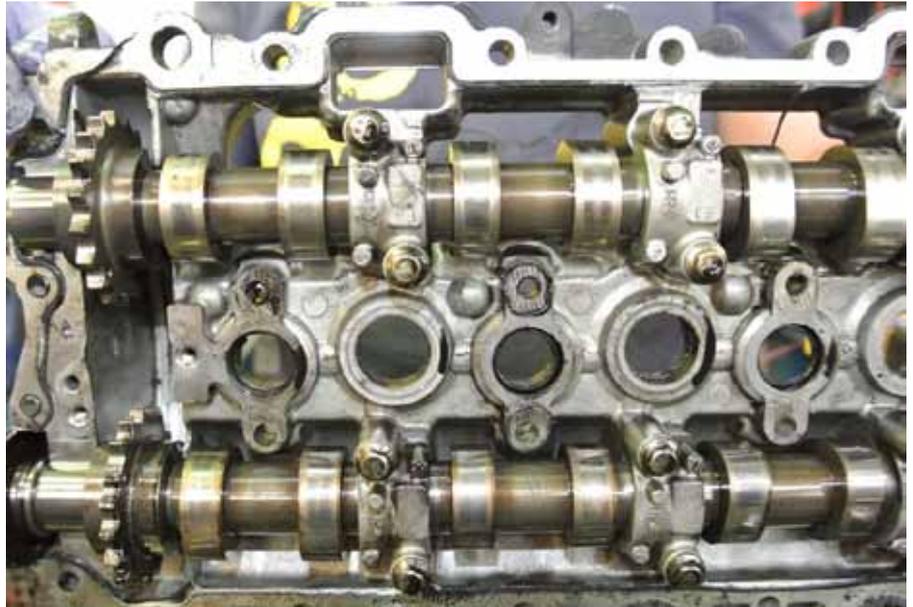
Mark Besley

In the June issue of Torque, our friends in the "New New Front Shed" reiterated their lack of interest in diesel engines, despite giving some praise to Rudolph Diesel for having invented them.

It also seems that the Front Shed has been getting high ratings from Torque readers because of the frequent inclusion of interesting engine pictures. In an attempt to win back readership and promote the idea of a modern diesel as a high performance engine, I have taken some photographs of the internals of a modern HDi engine. The engine shown is a 1.6 litre HDi that had previously been in a 307.

The engine had been removed from the car due to a failure of the timing chain that drives the exhaust camshaft from the inlet camshaft. Despite having travelled about 270,000 km, the rest of the engine was in very good condition. The cylinder bores showed very little wear and the camshaft bearings and surfaces were in good condition. The crankshaft had not been removed at that stage but there was no reason to suspect any excessive wear there either.

— from Torque



Twin camshaft assembly. The two sprockets on the left are what carry the chain that broke.



Four-valve cylinder head: Hole in centre is where the injector is located and the smaller hole above is for the glow plug.



Broken end of timing chain



Intake manifold - with more than a little coking evident.



Bottom end showing oil pickup and two big ends.



Rocker arms with rollers that run against the camshafts (three upper ones circled).



I would like to acknowledge Justin Fisher Automotive for assistance in obtaining these photos.

For sale

306 XT, 1994, white. Overall good condition, reg to Dec 2013, ACQ08Z, \$2,200ono, Philip, Berowra, 9456 2988, 0412 131 337

405 Diesel, 1996, which has given trouble lately. The local garage said the fuel pump would cost between \$4,000 and \$5,000 to replace and then there was no guarantee all would be well. I think it's done about 170,000km and looks good in the bodywork. It has fairly new Michelin tyres and a new battery. Jim and Trish Lever, jimlever@bigpond.com

405 SRDT, 1994. 361,546km, Aztec Gold. Country miles and owned for close to 10 years. Very well kept and in extremely clean condition. Injector pump rebuilt 2006. New Michelin tyres (5), new brakes all round including rotors. New starter motor, glow plugs. Nov 13 rego AFL73M. Becoming a very collectable fuel-efficient car. Have upgraded to a Pug wagon. Nothing

to spend. \$3,000 no offers. Can also view on carsales.com.au. Garth, Moss Vale (Southern Highlands), 0403 762 352.

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. \$6,000 or offer. Ross Berghofer, 0409 504 551

406 1999 V6 Wagon. Silver. Leather seats, sunroof, tow bar, Rola roof racks. Registered until late May 2014. Front tyres almost new, Michelins all around. \$2,800 ono. Andrew or Rebecca McHardy, Hawkesbury Heights, 02 4754 4126 or pug306@dodo.com.au

505 STi, 1984. Auto sedan, Green, 230,700km, rego till June 2014. In very good condition. \$2,800. Don, Epping, 9868 4530, 0425 362 659, donsc@bigpond.com

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

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

Wanted

207 Alloy wheels. I am currently on the lookout for 4 x Peugeot 16" wheels to suit a 2008 model 207. If any of your members are looking to sell theirs at some stage, I would like to chat with them. Ryan Boulter, rye.boulter@gmail.com

Parts

403 and 504 Parts. I live in Castlereagh, NSW and have a couple of 403s and a 504 rusting away in the backyard and was wondering if any club members would be interested in retrieving any usable bits and pieces from them. Barry Solomon, Castlereagh, bazzsolo@gmail.com

405SRi parts for sale including a grille (red), front bumper (newly painted in regency red), front head light, (can't remember which side), 1 fog light, various interior switches including power window switches and a standard AM/FM radio/cassette player. \$100 for the lot. Graeme Dobbs (past owner of too many Peugeots). 0429 900 460

Free

403 hubcaps x 2, in good condition to give away. John Garrett, Northbridge, 0412 259 426, johngarrett@msn.com

4x 504 wheels. Tyres are over 15 years old but still have tread. Jon Marsh 0406 399 275, jonmarsh49@gmail.com

Sticky wicket

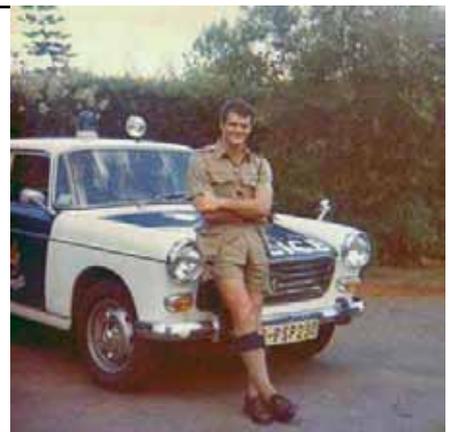


THIS PEUGEOT 206 had its own old road in Torquay, Devon last month after its owner forgot to move it for the street to be resurfaced. No worries as council workers just laid the new tarmac neatly around it.

John Hunt

I WAS SENT THIS pic by John Payne showing 404s used as Police Cars in Rhodesia in the 1970s.

This pic was taken in 1972. As a child I can remember the Police Force in Kenya used to have 403s but after a few years they were replaced with Fords, as it was decided a British Colony should not have French cars for the Police.



Pugs in pictures

John Hunt

I FOUND THIS photograph from my childhood days in Kenya.

The picture was taken in approx 1962-63 and Jane (a childhood friend of mine) perched on the 404's boot would have been about 9 or 10 years old.

Jane now lives in Perth and is nearing 60.

The cars registered in Kenya always had rego plates starting with the letter K, so this 404 would have been from Uganda—the neighbouring British Colony at that time—as all the cars there were registered with plates starting with the letter U.



SEE EUROPE

in the new 5008

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

For bookings contact DriveAway Holidays or ask your local travel agent.

Book Now! Call 1300 723 972

Your road to freedom
ABN 67 107 041 917 LIC No 21A 6087



PEUGEOT

PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Table with columns: Dealership, Sales Showroom/Service & Parts, Address, Suburb, State P/code, Telephone. Rows are categorized by state: AUSTRALIAN CAPITAL TERRITORY, NEW SOUTH WALES, VICTORIA, QUEENSLAND, SOUTH AUSTRALIA, TASMANIA, WESTERN AUSTRALIA, NORTHERN TERRITORY.

AFTERcare

WE CARE FOR YOUR PEUGEOT AS MUCH AS YOU DO

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

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



IN



OUT



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

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

Finance my
Peugeot
.com.au

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