

# the pugilist

October 2013

Magazine of the  
Peugeot Car Club  
of NSW Inc



Peugeot: the car  
for all seasons





**Surprise visit:** Long-time clubber Ross McBean turned up at the recent Wakefield track day in his Recaro-equipped 1955 203C.

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# 308 R 200kW concept revealed



## Tim Beissmann

The Peugeot 308 R concept has been revealed ahead of its debut at this month's Frankfurt motor show, previewing a future production hot-hatch from the French manufacturer.

The 308 R concept inherits its turbocharged 1.6-litre four-cylinder petrol engine from the new RCZ R performance coupe, producing 201kW of power at 6000rpm and 330Nm of torque at

## The cover

**Bruce Knowing surges across the Elizabeth Creek crossing in Queensland during the recent East West trip.**

Picture: Morrie Barrett

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1900-5500rpm.

A six-speed manual transmission sends drive to the front wheels via a limited slip differential. Peugeot has not released performance times, though specs similar to its compatriot, the Renault Megane RS265, should see the 308 R concept accelerate from 0-100km/h in roughly six seconds.

Peugeot claims combined cycle fuel consumption of 6.3l/100km, a result of the high-performance engine's small capacity and a range of weight-saving measures across the body.

The 308 R concept's doors, front wings, body sides and sills, bonnet and bumpers are constructed from carbon fibre, with only the roof and tailgate (which is plastic anyway) retained from the production car.

An aggressively styled front end with three deep intakes covers a 30mm-wider track. The body sits 26mm closer to the ground than the stand-

ard hatchback. Bespoke 19-inch alloy wheels house 380mm front and 330mm rear brake discs with four-piston calipers.

A racy red and black finish gives the 308 R concept a unique character, with a split personality between the front and rear.

Full LED

headlights flank a broad trapezoidal grille with intricate horizontal crossbars, while six vertical LED tail-light strips takes the form of claws in a rear-end design Peugeot describes as a cat ready to pounce. Wider rear wings, a muscular bumper and twin exhaust outlets give the 308 R concept a more pronounced stance.

The cabin follows a design concept called 'Peugeot i-Cockpit', which aims to optimise the driving position. A compact steering wheel saves weight and claims to enhance agility. The instrument panel is designed to be seen over, rather than through, the steering wheel, while a 9.7-inch touchscreen combines all of the concept's infotainment functions.

Peugeot says the 308 R hot-hatch is only a concept at this stage, though like the RCZ R concept, it's expected to spawn a largely identical production version sometime in 2014.

— from CarAdvice





# Colin steps up to the plate

**Ross Berghofer**

I MENTIONED LAST MONTH that the committee position of treasurer is vacant and that a volunteer is sought for this position. In the meantime a sub-committee has been established to look at the club's treasury to ensure that accounts are kept in a suitable condition and can be made available in April next year for the auditor.

Sandra and I had the immense pleasure of attending the Oh3 weekend at Hill End that was



Ross Berghofer shows off the plate that Colin Handley prepared for the Oh3 Weekend in Hill End

organised by Jim Kearns.

What a great weekend it was, and Jim organised perfect weather. The highlight of the weekend was not the historic site, the museums, or golden gully, but of course the camaraderie and the beautiful 203s and 403s.

The Hill End Lodge where we stayed has a display of plates to commemorate visits by

groups, so Colin Handley kindly and artistically painted a plate to add to the display. Look for it if you stay there.

The weekend with the cars must have had an influence on Cal Makin too, because he kindly offered to be the 403 registrar, which I was quick to accept.

The Oh3s took pride of place during the weekend, yet there were other model Pugs there as well. The club's unwritten rule is that if an event is organised all models are invited, but if the event is for a specific model or models, then they take the honour positions in the event.

Neville Summerill is preparing a report on his Cameron Corner trip and this should be available for the November club magazine.

He told me that two cars attended and that there were no nasty incidents to report, just good ones.

Don't forget, the October club meeting will be at Shannons in St Leonards.

In the meantime, don't forget to book for the end of year dinner on 30 November.

## Myall River car display

**Simon Craig**

**27 October**

Peugeot club members have been invited to join the car club display day of the annual Myall River Festival at Tea Gardens Riverside on 27 October.

Certificates and prizes will be awarded for the best cars as judged by the clubs.

Marine Parade will be closed for the day to be given over to the display. Vehicles can arrive from 10 am for marshalling into position and can leave from 2 pm.

Several Peugeots joined in the display last year.

The car day wraps up the three-day festival that includes markets, dancing displays, music,

aquatic activities (including the annual duck race) and competitions, with fireworks on the Saturday night.

If you are into bird watching, the local wetlands boast as many species as Kakadu.

More information about the festival, some photos from last year's Show and Shine and the attractions of the district can be found at <http://www.myallriverfestival.com.au>

Organisers have asked for an indication of numbers of those attending the display. If you are interested in attending, please contact the BayView Group at [infor@myallcoast.org.au](mailto:infor@myallcoast.org.au) or 0416 223 585.

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## OASIS

**Wednesday  
2 October**

**Reg Short**

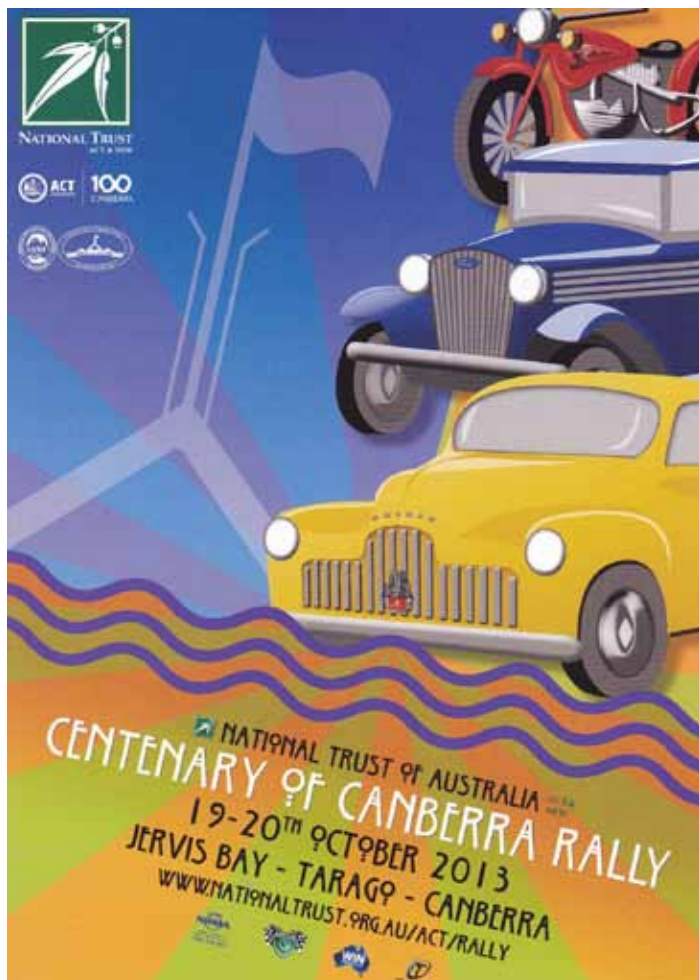
Have you been on an OASIS Run? They are run by the Morris Minor Picnic Club and our club is invited.

October's OASIS Run will be to the Arms of Australia Inn at Emu Plains.

We will meet at 9:45am for coffee at McDonald's south side Eastern Creek for a 10:15am departure.

Located on the corner of Great Western Hwy and Gardenia Ave at Emu Plains, this is an historical museum and when built in 1826 was a charming roadside inn and a stopping place for the Cobb & Co coaches.

After this we will have lunch at O'Donaghues Irish Pub at Emu Plains at 12.30.



2 Oct



## October meeting

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.



### 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

HUNTER VALLEY  
**Gardens**



## 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](http://www.csmm.com.au)

## Club diary

**Wed, 2 October**

OASIS Run — Arms of Australia Inn, Emu Plains.

**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.

**19-20 October**

Centenary of Canberra Rally.

**Sun, 20 October**

Victorian French Car Festival, Williamstown.

**Sun, 27 October**

Myall River Festival.

**Sun, 27 October**

ACT Club run to Red Cow Farm Gardens.

**Tue, 5 November**

OASIS Run — St Albans and the Settlers Arms Inn.

**Wed, 6 November**

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

**9-10 November**

Victorian Worm Weekend

**Sun, 10 November**

NSW Motorkhana, round 6, Ansell Park.

**Wed 12 November**

Committee Meeting, Parramatta Workers, 8pm.

**Sat, 30 November**

End of year dinner. Stonebar, Meadowbank.





**2013 French Car Festival**  
*Seaworks Maritime Precinct, 82 Nelson Place,  
Williamstown 3016*  
[www.frenchcarfestival2013.net](http://www.frenchcarfestival2013.net)



Host: Renault Car Club of Victoria  
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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 20<sup>th</sup>

**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](http://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**

**T**HIS 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 outlook 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 function 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).



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...and more stuff!

# Rare 504 for sale

**I**N OCTOBER 1971, at the 58th Paris Motor Show, Pininfarina presented a study of three-doored vans based on the 504 Coupé. Using the name "Peugeot Break Riviera" it proved a successful design and completely developed in detail and practical sports car.

Unfortunately, the vehicle never made it into production. The only prototype was last shown in May 1972 at the motor show in Barcelona and has been missing ever since.

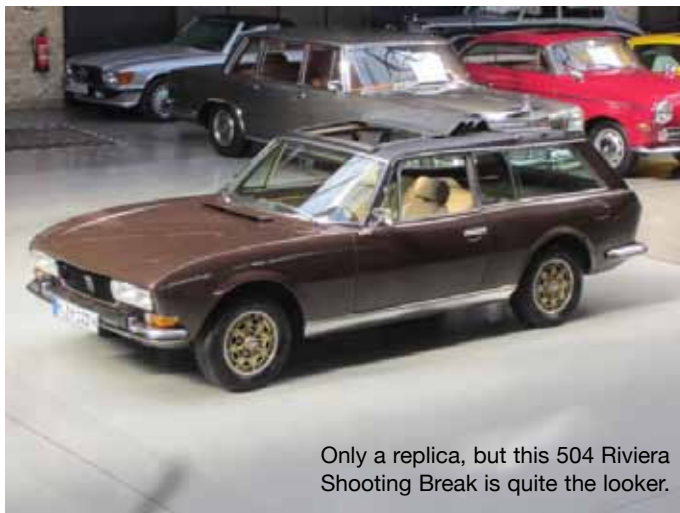
That car is rumoured to reside in the hands of a Spanish collector, however since this was never proven, the car is considered lost. Nevertheless, the car is considered a design icon.

This 504 Break Riviera is a replica and, to the best of our knowledge, the only replica. In 2004 the owner had this built, based on a 1978 Coupé, therefore the car does not have the front and rear lights of the original '71 Break Riviera prototype.

Also deviating from the original prototype is an electric sliding roof that which underlines the special atmosphere of the elegant shooting break.

The last owner has a collection of several classic cars and has used the Riviera as a daily driver, which has caused eight years of wear and tear.

The condition of the car is suitable for everyday use, with an odometer reading of 218,214km



Only a replica, but this 504 Riviera Shooting Break is quite the looker.



The original concept at the Barcelona Salon in 1972



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

It has a great mix of car models, from old to new and cult diesel, a mix of restorers, home mechanics and service customers, and a 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 A\$66 a year overseas. (The club year begins on 1 July.) An application form for membership should be with the mailing sheet with this magazine. **In February, a part year concession rate of \$30 kicks in.**

#### The Puglist

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- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 31 October.

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# New baby Pug in the city

Peter Wilson

**P**EUGEOT CONTINUES to put the spotlight on its small cars after the release of the powerful 208 GTi.

It gets into the sub-compact SUV business this month with the Australian release of the 2008 seven months after its global debut at the Geneva motor show.

This high-riding crossover derived from the 208 is an all-French entry in the bustling new category of 'squished up small cars' and it looks more stylish in the photos than some of its rivals.

They have turned up from all over the place.

The South Korean-built and German-engineered Holden Trax was immediately dubbed ugly on drive.com.au when it arrived last month – not that looks have stopped Australians from buying ugly cars – and Holden pointed out that small SUV sales were up 20 per cent this year.

More competition in the category is imminent with the UK-built Nissan Juke and the India-sourced, Fiesta-based Ford EcoSport due next month plus the Clio-based Renault Captur some time next year.

Production of the 2008 was boosted after a favourable response to its European release and its August sales made it the month's fourth most popular new Peugeot model in France after the 208, 3008 and second series 308.

Peugeot Automobiles Australia is banking on interest in its new babies turbocharging its end-of-year sales after a slow patch.

The first 208 GTis have found new owners, though one complained on the company Facebook page that he had to get his matching keyring from the UK when none were available locally.

The hatch is a joy to drive, offering generous thrusts of power and great handling. In a short urban run in a Dominelli car and restrained by speed limits, I possibly used three of the six gears but could read the message.

Editor Simon Craig described the 208 GTi as "a limousine" compared to his 207 GTi because of its more forgiving ride.

The concept for the 2008 was dubbed Urban and Peugeot is emphasising its appeal as a city car.

While Peugeot sales improved from the July low of 240 units to 349 units in August, they were 155 below the 504 of July last year. The year-to-date tally of 5,071 has fallen behind the 5,220 for the same months last year.

Its European rivals fared much better. Renault sold 534 units and its sales this year are up 46 per cent while

the Italians had an exceptional month, Fiat with 489 units and Alfa Romeo with 371 units, either despite or because of its terrible TV ad.

Volvo improved its position to 370 units and Citroën, starting to regain its old strength, made triple figures again with 101 units.

As traditional before a federal election, the auto trade slowed down in August as buyers awaited potential changes of policies.

The industry had predicted dire effects from the changes to company car tax. Some brands that had been doing well from novated car leases lost out but the overall impact was minimal.

National new vehicle sales have been up to record levels this year – about 4.8 per cent a month up on last year – and on trends should have reached about 98,000 units.

The result was slightly below the previous August, down 0.2 per cent to 93,336 units.

The Herald noted sales of light commercial vehicles to business, government and rental buyers were down 15.3 per cent compared with the same time last year. In particular, the Toyota HiLux – which is in a race to become the best-selling vehicle in 2013 – sold only 2,884 units in August, down from 4,010 in 2012, a slump of 28 per cent.

The Mazda3 was the top selling vehicle with 4,188 sold. The Toyota Corolla, came in second (3,681), the Hilux third, the Holden Commodore (2,809) came in fourth.

July's top five selling brands held their position last month. Toyota led with 17,758 vehicle sales, ahead of Holden (10,606), Mazda (9,825), Hyundai (7,808) and Ford (6,222).

**High rider:** The emphasis is urban instead of getaway.

peugeot.com.au

## REDISCOVER YOUR CITY

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**NEW PEUGEOT 2008**

MOTION & EMOTION



# NZ kicks off with diesel hybrids



508 RXH

**Liz Dobson**

**Y**OU CAN EXCUSE car boss Grant Smith for a bit of bragging. Not only has he added hybrid diesel vehicles to Peugeot's line-up but New Zealand is the first country outside Europe to get the new engines.

The Peugeot 3008 crossover and 508 sportswagon are being powered with the French company's exclusive technology – the fourth generation hybrid engine (HY4) that has a 2.0-litre diesel engine paired with a 27kW rechargeable electric engine.

The two models are paired with a six-speed automatic transmission and stop-start technology, providing it with the average fuel economy of 3.9-litre/100km in the 3008 and 508's 4.1-litre/100km average for around town.

To show off his new engine, Smith had sign-writing on a 3008 HY4 (as the hybrid model is being badged) to promote the new hybrid diesel car in New Zealand – and the result impressed him.

"I'd park the car and when I'd come back there would be people standing around the car ... usually Toyota Prius owners who were interested in the engine," said Smith, who is general manager of Peugeot NZ's distributor, Sime Darby.

The engine combination had the diesel engine aligned to the front wheels, and the electric to the rear, producing 99g of CO<sub>2</sub>.

And around town, the electric engine would dominate, kicking in from start-up and for the next 3km or until you hit over 10km/h.

The hybrid-diesel models came with four driving options: auto, sport, 4WD and zero – meaning electric engine only.

Smith experienced first hand how well the electric engine worked at slow speed. In his daily work commute from Omaha to Sime Darby's South Auckland head office, Smith found the 3008 HY4's electric engine dominated in commuter traffic, in zero mode continuously a large part of the way.

But at the Queenstown launch in August, the only commuter traffic was the ski bus picking up

tourists for the snow-covered slopes.

The 508 sportswagon followed similar exterior styling to Audi's A4 allroad and sat lower to the ground than the 3008.

To make it stand out from the diesel 508 sportswagon model in Peugeot NZ's line-up, the hybrid had three "claw" mark LED front headlights that were for me visual highlights of the vehicle.

Priced from \$74,990, Peugeot NZ is throwing in 50,000km worth of road user charges, while the 508 sportswagon gets the badging RXH: the "R" means "special and unique" in Peugeot speak, "X" stands for the vehicle's four-wheel-drive ability and "H" for, you guessed it, hybrid.

Driving the 508 RXH first at the Queenstown launch (with the heated leather seats on full blast), the sun was just peaking over the Remarkables as I left our hotel and headed to Cromwell via Clyde and Alexandra.

The silence of the electric engine was the first indication of the difference of the model as the vehicle snuck quietly down the icy roads.

Sitting in "auto" mode through Queenstown, the car was conservative with its gear change, but breaks in torque were boosted by the electric motor's input.

Hitting the open road, I moved the vehicle into 'sport' mode and the result was instant. The car leapt forward with a surge of power, the gears moving faster through to optimum setting.

To assist at high speed, the 2-litre diesel engine had a maximum power of 120kW at 3750rpm and a maximum torque of 300Nm at 1750rpm. It also had Peugeot's "octosquare" particle emission filter (PEF) technology with Eolys additive-enhanced filtration, dispelling that "dirty diesel" label.

Although the sport setting suited the vehicle, I tested the 4WD mode with some cross-country driving near Clyde dam for a photo-shoot session. It coped with frost on the sloping ground, reversing with ease in 4WD

mode.

As we entered Cromwell for lunch, and a chance to drive Peugeot's newly launched 208 GTi around the Highland Motorsport Park track, I turned the 508 RXH into zero mode with the deceleration, downhill gliding and braking having already charged up the electric engine enough to work solely.

After lunch, it was the 3008 HY4's turn for a spin, with the mid-sized crossover gaining a floating front grille, new daytime running lights and HY4 badging to differentiate it from the petrol and diesel 3008 models in Peugeot's line-up.

The base model 3008 HY4 was priced from \$59,990 (that's \$10,000 more than the 3008 2-litre diesel model in the line-up), with 17in alloys, sat-nav including traffic updates and the 50,000km RUC bonus.

The luxury model of the 3008 HY4 was priced at \$64,990 with heated seats, 18in alloys, leather seats and the RUC bonus.

Like the 508 RXH, the 3008 HY4 sat comfortably in sport mode with the faster gear change highlighted.

As I cruised back to Cromwell, thinking about what sort of buyers would be attracted to the hybrid diesels — apart from Smith's Prius fan club — a "normal" 3008 drove past me with a family on board and skis on the roof rack. Yip, I'd found the buyers.

— from the *New Zealand Herald*.

3008 HY4





# 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

**T**HE 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 and forms, see:

[www.peugeotclub.asn.au/pageant.html](http://www.peugeotclub.asn.au/pageant.html)



Unit 7



2012 Pageant





# Gold without the dust

**Jim Kearns**

**A** WEEKEND OF perfect weather was as good as gold for the Oh 3-philes who gathered at Hill End on 13-15 September and we were able to relax and enjoy ourselves.

The programme had a little less driving and was a little more relaxing than previous Oh 3 weekends. I will endeavour to retain this flavour in future Oh 3 weekends.

Hill End In 1872 had five banks, eight churches and 28 pubs and was the richest gold deposit in the world, and when the gold became too difficult to extract, the population left it all behind. It is fortunate that the gold rush streetscape has been retained and in recent years roads in the area have been sealed.

We were based at the Hill End Lodge, having the Saturday in Hill End and the Sunday at the History Museum and Sofala.

John and Bernie were our good hosts and the Hill End Lodge was big enough and comfortable for the Peugeot crowd, having a pre-dinner drinks and nibbles area, and a small bonfire outside where the more macho males could solve Peugeot and other world problems.

The Hill End Saturday was a short drive day giving everybody a chance to have a good look at the gold mine life in the 1870s, and generally relax and talk Pug. Having a guided tour with Bernie was educational.

Colin Handley used his sign writing skills in preparing a Peugeot decorated plate to add to the Lodge's already large display of visiting clubs' plates. It has the early lion in the centre and the early Peugeot name at the top and looks in place near plates from the Ferrari and Rolls

Royce clubs.

David Rowell and Susanne arrived in their 403 station wagon that had completed a Redex rerun. David, who is a professor in evolutionary genetics, is the number one spider man at the Australian National University, and his Peugeot sported a huge funnel web spider on the bonnet — painted by one of his students in a tribute to his academic research.

Jeff Boyd's bright yellow 203, which travelled from Harden to Hill End in three and a half hours, was impressively quick with the new extractors and fan-less radiator that he had devised.

The McHardy family was represented by Geoff and Cathy with their older restored 203

and their son Andrew and his wife Rebecca and their recently beautifully restored red 403 ute, together with their children, Emma and Caitlin, to complete three generations. That might be a first at a Peugeot gathering.

Charlie and Deanne Cutajar, together with their children, Talesha, Keira-Lee and Ryan, did some gold panning with a guide in the River Turon, which produced enough gold in a test tube to be very impressionable at Show and Tell on Monday.

My family and I used to camp in the backyard of Holterman's Cottage when the cottage was being leased by some friends. Cows roamed the common back then and apparently the National Parks and Wild Life had them removed because



**Spider Man:** David Rowell's 403 station wagon.



the cows were demolishing owners' nature strips and especially when a bull ran into a car.

Since then, the roos have returned and seem to feel at home in their original habitat — but they do like fresh vegies. I saw five in the backyard where we used to camp. At least the cows did not jump fences.

There were 41 participants including five 203s and four 403s. They were:

**203C:** Rob and Carol Priestley, Jim and Marie Kearns, Geoff and Cathy McHardy, Jeff and Debbie Boyd, John Williams and Paul Porta.

**403:** Colin and Shirley Handley (sedan), Cal and Sue Makin (wagon), Andrew and Rebecca McHardy and children (ute), David Rowell and partner Susanne (wagon).

**Oh 3s at home:** Keith and Lucy Boyd (203 SW resting after rerun), Graeme and Ann Cosier 406 SW (403 failed to proceed), Rob and Ruth Oakman (203 had engine noise), Jon and Leng Marsh (newly restored 403 will be ready for next year).

Ross and Sandra Berghofer, 505 SW, Charlie and Deanne Cutajar and children, Ean McAlister, Keith and Helma Bridge.

Our eight Canberrarians were very welcome.



True to form, Graeme Cosier directs traffic for the lion up photo.



**Above:** Hill End parking at a premium.



**Right:** McHardy & Cutajar children like Andrew McHardy's Ute

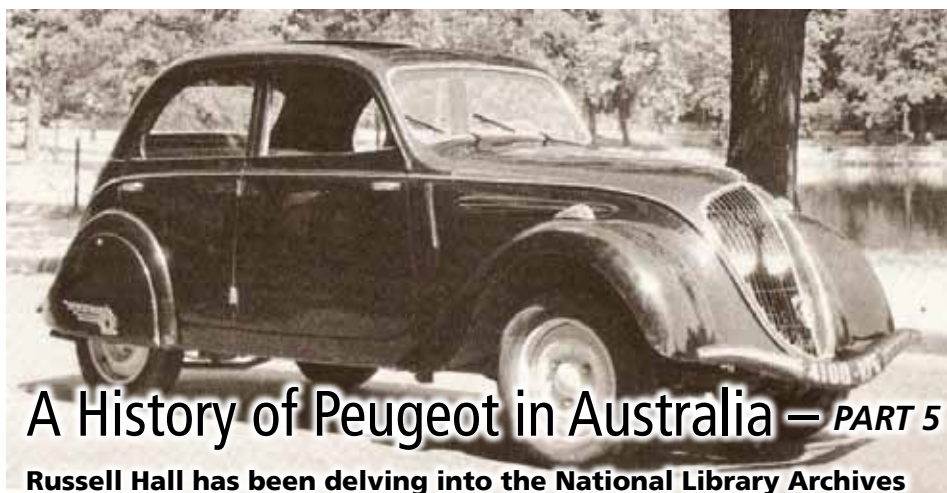
**Below:** Berghofers, Cosiers and Oakmans.



Le déjeuner sur l'herbe







## A History of Peugeot in Australia – PART 5

Russell Hall has been delving into the National Library Archives

**Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.**

wave of strikes. While most people had been prepared to put up with restrictions for the sake of the war effort, they had become irksome in the second year of peace. The motoring writers politely hinted at the question people were asking – didn't we win the war – but public outrage bubbled to the surface when reports came out that German motorists were getting new cars at favourable prices. Suggestions that Japanese cars could come to Australia were firmly rebuffed. A permit was required to purchase a new car and the hated petrol rationing remained in force even though motorists could see no reason for it. There was an extreme shortage of motor vehicles in Australia. Cars were in short supply and there were many cars from the 1920's on the road. Parts makers reported they were producing parts for models no longer on

## Peugeot returns – The Peugeot 202

The 1930's had ended with French cars losing nearly all their market in Australia. In 1939 only 73 new French vehicles were registered, mostly Renault 12HP's. Of the French makes, only Renault had a continuous Australian presence throughout the 1930's although Citroen maintained its dealers. These firms had an advantage which allowed them to quickly import after the war. Peugeot had not only left the Australian market in 1933 but had lost its dealer network. None of the Peugeot dealers of the 1930's maintained a service network or took up the agency again after the war. This made life difficult for Peugeot owners. By 1940 the only firm advertising parts for Peugeots was Bateman's wrecking yard in Bankstown. Keeping a Peugeot on the road during the war years would have tested the ingenuity of the most enthusiastic owner. Metric sized tyres were simply impossible to obtain.

Postwar prosperity may have been just around the corner but it wasn't obvious in 1947. Ration coupons and shortages were still the order of the day, made worse by a



The 1938 model 202 - note the different wheel construction

the road anywhere else in the world.

The Commonwealth countries had an extreme shortage of American dollars (the dollar crisis) which made it increasingly difficult to obtain the American cars favoured before the war. The English vehicles which held nearly half the market were also in short supply as England was shipping as many as possible to America. Australian importers began to look to the European countries which were rebuilding their motor industries and desperately needed foreign currency. This opened the door for the import of large numbers of French cars into Australia.

Peugeot had quickly put its factory back into production after the war producing the pre-war 202 and a light truck. The 202 was only an interim model until the new 203 could be put into production. Although the 203 was ready at the end of 1947, its introduction was delayed for a year to allow the installation of modern production equipment. The 202 was produced alongside the 203 until June 1949. Sufficient numbers of the 202 were







A pre-war 202. The first models had the wipers at the top of the screen.



Postwar 202 BH decouverable

being produced in 1947 to export to earn foreign currency, although production at Peugeot was disrupted in August with all 10,000 workers going on strike for an extra 15 francs an hour.

The 202 was a small 1133cc car introduced at the Paris Show of 1937. It had an attractive streamlined body and a distinctive waterfall grille with the headlamps enclosed behind it, like the 402. Styling was modern with large glass areas, no running boards and thin pillars. The rear wheel arches were enclosed with the spats having a chrome art deco lions head attached. The body was welded steel attached to a blocktube chassis. This made it very strong, free from squeaks and rattles and suitable for rough roads. There was no opening boot and the spare was carried under a cover at the rear. The first model unsuccessfully experimented with torsion bar suspension but a change was made to a transverse front leaf with leaf springs on the rear. A smooth, quiet ride on rough roads became one of the selling points of the 202. The wet sleeve motor produced 30 bhp and gave the car a top speed of over 60 mph and economy of 40 mpg. It was regarded as exceptionally smooth. Motor found it quiet and vibration free even at 60 mph. Taking 27 seconds to get to 50 mph may seem leisurely today but was well up with British 10 HP's and the car pulled strongly on hills. The 202 was considered to be quite charming and one of the best small cars available. After the war a modernized version was produced, the 202BH. It had modern wheels, 203 type hydraulic shock absorbers and hydraulic brakes. Its claim to be a luxury small car centred on the fan powered heater demister "airconditioning" system mounted in the car as first seen on the 402. Electric wipers were also unusual. Due to shortages of chrome after the

war some cars had items of trim deleted. Despite its virtues the 202 was still a pre-war design and was subject to some criticism in the French press in 1947 for being out of date.

The 202 and 402 were produced in right hand drive from 1938. The 202 was shown in London but was not listed in The Autocar. Both models were definitely sold in South Africa. No Australian firm took the agency up. Private imports were possible and there was at least one privately imported 202 on the roads of NSW. No pre-war original import 202 has surfaced in Australia.

The first postwar appearance of Peugeot on the Australian market was October, 1947 when Sporting Cars in City Road South Melbourne advertised a "limited number of Peugeot convertible coupes and sedans offering exceptional riding comfort, speed and economy." Sporting Cars was a second hand dealer that had sold used Peugeots in the 1920's. Commonwealth import figures for 1947 note six Peugeots so numbers really were limited. Sporting Cars did not advertise themselves as Peugeot agents and there is no indication of further new car sales in Melbourne. It is possible that the 202 resident in Portarlington during the 1950's was one of these cars. It is most likely that these cars were imported directly by Peugeot through their factory representative. At the start of 1948 Motor Manual announced the 202 was to be introduced into Australia. Over the next months the first Peugeot dealers were quietly appointed but no

sole agent for Australia. The role of Peugeot became more obvious at the end of June 1948 when the new Peugeot factory representative for Australia, Mr. J. Larkin, arrived in Melbourne on board the Grootekerk with ten 202's in the hold. Larkin said the desperate need for Sterling had made his company try the Australian market and that supply was only limited by a shortage of shipping.

The first firm to advertise as a Peugeot agent since 1932 was W. Field & Co of Devonport, who ran an advertisement on June 18th 1948 promising July deliveries of the new Peugeot (made specially for rough roads) under the slogan, "practical people prefer Peugeot". Other Tasmanian dealers soon followed – Bewglass motors in Launceston and Hilyards in Hobart. Release of the car in NSW was delayed

**PEUGEOT 5-SEATER SALOON CARS.**  
**12 h.p. and 40 m.p.g.**

**Outstanding Features include—**

- WET SLEEVE O.H.V. MOTOR
- INDEPENDENT FRONT LINE SUSPENSION
- LOCKHEED HYDRAULIC BRAKES
- FULLY IMPORTED ALL-STEEL BODY WITH SUN-SHINE ROOF.
- 14ft. 9in. TURNING RADIUS
- WHEEL BASE 96in.

Call and inspect these amazingly low-priced Saloons.



**BEWGLASS MOTORS**  
 56 PATERSON ST.,  
 LAUNCESTON  
 Phone 1296.

**WM. FIELD & Co.,**  
 Cr. Rooke and Stewart  
 Sts., Devonport,  
 Phone 641

Now available for immediate delivery.





by a registration requirement that the headlamps be re-mounted on the wings but by August Raymond Motors in Flinders St Sydney were advertising the 202. In March 1949 the car was released in Western Australia through McAlinden Motors in Perth. There seem to have been no other new 202's on sale in Melbourne after 1947 with one exception. In October 1948 a new 10 cwt metal cabin Peugeot utility was being offered by a Mr Douglas at the Malvern Star depot in Elizabeth St. The 202 was still on sale in Tasmania as late as July 1949.

The 202 was offered for around 675 pounds or 745 pounds taxed. This was about \$41,000 at current values. Terms were available on 260 pounds deposit. The West Australian price was forty pounds more. Curiously the Motor Manual road test of July 1948 quotes a higher price – 825 pounds untaxed for the saloon and 757 pounds for the drophead coupe (decouverable). Car prices in this period were difficult to follow. Price controls had been in place during the war for new and used vehicles. Prices of established models seemed to have been controlled whereas importers of new models could charge what they wanted. So a Chevrolet Fleetmaster or Ford V8 was listed at much the same

price as the 202 even though delivery was unlikely. This was a challenge for advertisers – to convince motorists their model was worth waiting for. People were invited to pay a 50 pound deposit and put their names on the list with no promise of a delivery date which might be a year or more distant. Raymond Motors used the immediate delivery of the 202 as a selling point – “bring home a Peugeot not a promise”. In December 1948 they were promising delivery before Christmas. This was also true of the other European importers offering pre-war designs - the Fiat 1100, Renault Juvaquatre and Simca 8. In quality and design the 202 was superior to all three. The competition was much cheaper – the 10 hp Ford Prefect was just over 500 pounds and the new design Austin A40 just slightly less than the 202. The French price of the 202 was just over 400 Australian pounds so the mark up for the Australian market was high.

The 202 did not sell in quantity. It is believed total sales for 1947- 49 were around 90 vehicles. This why the 202 is largely ignored in the history of Peugeot in Australia. If the car was such a good design, why didn't it sell? It was pre-war, was comparatively expensive and the new dealer network was not strong or lasting. Without knowing its unique virtues, people judged it by the standards of British 10hp's which were far from desirable. Based on previous experience, there was every possibility the car would disappear from the market leaving no parts and low resale values. This is a pity as it would have earned a solid following in Australia. Few cars survived to restore. In actual fact the 202 held its



AVAILABLE NOW

For Immediate Delivery

## THE WORLD-FAMOUS PEUGEOT

12 h.p. All-Imported Saloon - Bodies with Sunshine Roof

Main features include—4 cyl. O.H.V. motor for economy and performance. Detachable wet cyl. sleeves for long life. Lockheed brakes for safety and simplicity. Independent springing for that big car comfort and 40 miles per gallon

**Full Price £745**

(Including Sales Tax)

EASY TERMS ARRANGED - Highest Allowance on Your Present Car - Several Bargains in trade-ins—See us for particulars

**WM. FIELD & CO.**

Field's Corner - Phone 641 - DEVONPORT

value well and in 1955 a good example still had a valuation of over 400 pounds. As an attempt to re-establish Peugeot on the Australian market, it was only a partial success. But at the same time the last 202's were being sold in Tasmania the first 203's were being landed in Melbourne by a major firm as a result of quite separate negotiations. Within six months Peugeots were being imported by the shipload. The brightest period for Peugeot in Australia was about to begin.

— from Torque.

**40 MILES OUT OF EVERY GALLON!**  
—YOU'LL GO FURTHER IN THE



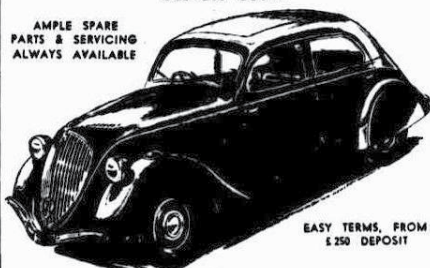
The Peugeot 202, roomy 12 H.P. Passenger car—travels more than 40 miles on a gallon, well over 400 miles on a single filling of the tank! That's why buyers are switching to the economically priced Peugeot.

The utter smoothness of its phenomenal spring-line makes a rough, bumpy road like velvet! There's the new Peugeot welded steel body and rigid frame . . . engineering out the old-time squeaks and rattles.

More pleasure per mile—and more miles per gallon—that's what you've got in a new Peugeot 202.

**“PEUGEOT” BUILDERS OF FINE CARS  
SINCE 1890**

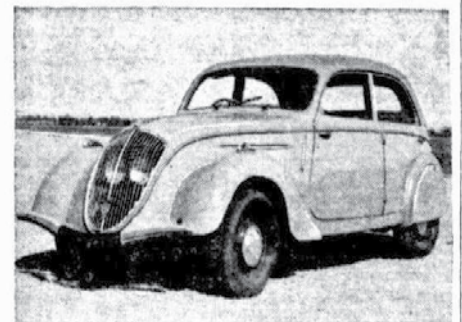
AMPLE SPARE  
PARTS & SERVICING  
ALWAYS AVAILABLE



EASY TERMS, FROM  
£250 DEPOSIT

Immediate Delivery—Leather or cloth, optional—Highest allowance on your present car.

**RAYMOND MOTORS Pty. Ltd.**  
67-69 Flinders Street, Sydney.



Announcing the first post-war shipment of the

## PEUGEOT 202 12 h.p. SEDAN

The 12 h.p. gives up to 40 m.p.g.

Outstanding features include wet sleeve cylinder liners, independent front suspension, 14ft. 8in. turning radius, 96in. wheelbase, £3 licence.

Immediate Delivery

On display at

**McALINDEN MOTORS**



**2013 Worm Weekend at Maryborough****Fri 8 to Mon 11 November**

**Bookings are open for the 2014 Worm Weekend from Friday 8 November to Monday 11 November (and you don't need a worm-drive Pug to be part of it). Everyone is welcome to come along and enjoy a relaxed weekend in the lovely Maryborough region. Just fill out the entry form below.**

The Golden Country Motel and Caravan Park is the starting point for our activities. The park has a motel, cabins and camping sites. See booking details on the entry form below.

**The Worm Weekend Program**

**FRIDAY EVENING:** This year's Worm Weekend will kick off with 5.04s for those who can arrive in time, followed by informal dining. You have a choice of a BYO barbecue at the motel, the pub down the road or across the road at the golf club.

**SATURDAY:** A short briefing and then a drive via Talbot (where those coming from Melbourne can meet us about 11am). Lunch will be at a small country hotel with a twist. Following lunch we head off on a meander that will take us through the Pyrenees wine region, travel through forgotten gold towns, enjoying a wine or coffee along the way.

Back at Maryborough we will have 5.04s.

Saturday night's dinner will be held at the golf club across the road.

**SUNDAY:** Photo shoot will be at the imposing railway station, followed by a "town walk" for an hour then back on the road to one of only two hotels named after an Australian marsupial.

**MONDAY:** For those who can stay till Monday you lucky people enjoy yourselves. I am still trying to organise several other tit bits to make the weekend even better and will try to have them in the November Torque.

**Milton Grant 0419 406 056**

**2013 Worm Weekend Entry Form**

TO BOOK YOUR ACCOMMODATION contact **Golden Country Motel and Caravan Park** – Phone **03 5461 7700** or email **gcc@goldencountry.com.au** – **Be sure to mention you are from the Peugeot Car Club.**

PAYMENT FOR WORM WEEKEND EVENTS – Includes: Sat Lunch, 5.04 Drinks and Dinner, Sun Lunch – **\$90 per person**

**Pay by EFT to:** PCCV WESTPAC Bank Account – BSB No. 033 070, Account No. 730763

**\*\*\*Please make reference to "Your name and Worm Weekend"**

**Or pay by cheque or money order:** Make payable to "Peugeot Car Club of Victoria inc."

**INFORMATION**

Names of those attending	Phone	Email	Peugeot	Special diet requests	Payment
					\$90.00
Post form to: Milton Grant, 93 William St, Tatura 3616 VIC.					<b>TOTAL</b>

# Another one in a million



A ride in a well-used Peugeot 504 turns out to be a life-affirming experience for London-based Aussie writer Steve Cropley

**Steve Cropley**

**I**F KEITH HERBERT'S Peugeot 504 were an ordinary car, it would have been scrapped 15 years and half a million miles ago. It certainly wouldn't be living in a warm Wiltshire garage as it does today, still in daily use but feted for having covered more than a million kilometres (625,000 miles) in a globetrotting life of drama and adventure.

As the most recent of the car's five owners, Peugeot lover Keith Herbert, a retired haulage boss who lives near Bath, has "only" owned the car for the past 15 years, storing it alongside four other Peugeots. During that time he has added "a modest" 100,000km but most importantly he has had the distinction of turning up the magic million on its km-reading odometer.

The famous 504 started life in a Renault-owned assembly plant in Melbourne, Australia, under a curious colonial deal struck between the French automotive rivals that led to 504s being built alongside Renault's own R12s and R16s.

The 504, a 2.3 litre GLD diesel with a four-speed gearbox, was delivered to its first owner in Brisbane. From the beginning it was driven hard. Three give-no-quarter owners put 300,000 miles on the car in its first nine years, which would have been enough to bring most cars to their knees. Not the 504.

"At that stage," says Keith Herbert, "the car was acquired by the bloke who eventually sold it to me, an Australian farmer who had emigrated

from Ireland, called Graham Smith. He overhauled the engine – and then the hard part of its life began..."

Smith loved travelling, and the car he most loved driving was this china-white, Melbourne-made Peugeot 504, its engine now rejuvenated. Between 1988 and 1996 the car was driven almost non-stop in Queensland's "unimproved" outback, where roads were usually rutted and corrugated, and covered in loose stones that put the windscreen at risk. A particular problem was "bulldust", a notorious airborne form of red dirt which can bypass even the best door seals. Much of this time the 504 was used by Graham Smith's daughter, whose job as a relief teacher at various far-flung native Australian settlements took her

on 1,000-mile journeys in temperatures beyond 40 deg C. These were tough and risky conditions for anyone driving alone, Smith recalls, but the combination of the Flying Doctor and the renowned Australian "bush telegraph" kept her safe. And the car never "failed to proceed".

When Smith's daughter stopped using the 504, it was taken over by her husband, a noted "lead-foot", who pushed it to the limit. Throw in a few of Smith's own 3,000-mile round-trips, and it's no wonder that 140,000 miles further on – and with the odometer reading an amazing 880,000 km (550,000 miles) – the 504 needed more refurbishment: new rings and bearings, a new timing chain, a second-hand cylinder head, new gearbox seals, a differential rebuild, new





suspension bushes and a brake overhaul.

Why did these people persist with this Peugeot 504, now very old in most people's terms? The answer is simple: early in its life the 504 acquired a legendary reputation for ruggedness and reliability; this one was still too good to throw away.

As Keith Herbert notes, in their heyday 504s sold in reasonable numbers in the UK but are rarely seen today because in older age, after a life of comparatively light duty, most were bought up and shipped to Africa, to live again in tougher conditions. "Sometimes exporters would cut off the roofs at the base of the pillars," he says, "because you could get more bodies into a container that way. They'd weld the roofs back on in Africa because there were no laws against that kind of thing. . ."

In 1997 Graham Smith decided to return to Ireland. What better way to go than to drive the Peugeot, via Asia and Europe? Mechanical work completed, he loaded the 504 into a container bound for Bombay, met it there and drove on a circuitous route to Europe, via northern Pakistan where at one stage he encountered a crowd of Kalashnikov-wielding teenagers who advised him to buy a weapon of his own as a way of making the onward journey easier.

Crossing Iran took a week (1500 miles of bad roads and bureaucracy) though one advantage was that fuel cost just 50p a tank. Gradually the route became easier, and fuel more expensive, as they drove through Turkey, Greece, Italy, France and crossed the Channel at last into the UK.

Here Keith Herbert, nowadays the million-kilo 504's owner, enters the story. At the time he was secretary of the UK's Peugeot Club. Globetrotting Graham Smith, having reached his destination, reckoned Herbert and his club members might help find a new home for the much-travelled 504.

He was right about that: the secretary himself snapped it up, and the 504 moved into elegant semi-retirement in Wiltshire.

Keith Herbert had acquired his love of the marque several decades earlier during a chance encounter with a 504 traded by a friendly local

#### BACK IN THE DAY . . .

I drove plenty of Peugeot 504s. Thirty-odd years ago they were big news in Australia, where I was a road tester, for all the reasons noted above. The whole marque had acquired a reputation for ruggedness in the "round-Australia" trials of the '50s and '60s, and the 504 had proved (for all its thin body pillars and French trim that cracked after a few months in the sun) to be the most rugged of the lot.

What I remember best – and the feeling flooded back on the visit to Wiltshire the other day – was the superb, cossetting ride. Few cars of the '70s can hold a candle to today's machinery in areas as critical as ride quality, both primary and secondary. But the Peugeot 504 is one of them, courtesy of its low-rate, long-travel suspension, good geometry, tall tyres, quality dampers, and sophisticated (especially for the time) independent rear end. It's really rather life-affirming, encountering such conclusive proof that a good car then can be a good car now.

dealer. "I'd been running lots of British stuff," he says, "and happened to drive a '71 petrol 1.8-litre, just to help the guy make a delivery. I was so impressed with its steering, ride, brakes and handling that I ended up buying it. I ran it for a couple of years, then bought a new 504 estate and I've had Peugeots ever since."

Today Herbert owns the 504, a 604, a 304 coupe, a 305 estate and a 205, whose immaculate body belies the 202,000 miles on its odometer. The day we called at Keith Herbert's place, the weather was dank and drizzly, the kind of day when owners of rare cars prefer to keep them

inside. But the world's toughest 504 was raring to go.

We started with a walk-around, noting the dent near the fuel filler ("that was done by a donkey in Turkey"), the Queensland tax disc still inside the windscreen, the mountings for a genuine Aussie roo bar (now hanging in one of Keith Herbert's sheds) and the abundant signs of Waxoyl, which had kept the dreaded tinworm mostly at bay.



There were modifications. The dampers were beefier Konis, there was a home-made anti-glare cover (a piece of carpet) on the top of the dash – remarkably intact, given the fragility of '70s French plastics – and a mod to the ignition switch to make it fixable in a back-roads breakdown. The radiator had a second header tank and Graham Smith had fitted a powered steering rack from a 505 (which bolts straight on, and improves on the 504's undergeared, unassisted steering). There was a new battery ("It cost me 50 quid, Steve, this is getting expensive") but the vast boot still contained the same small box of spares the car had carried across the world.

The general message was that over the past 60,000 miles, breakdowns had been non-existent and maintenance easy.

We drove on some of Keith Herbert's favourite roads. I'd had various brushes with the Peugeot 504, years ago in Australia, when it was a current model (see panel) and we'd even had one in the family. The appeal of its low-rate, strolling ride and its unhurried, flexible power delivery, much too torquey for its amazingly low 70bhp power output, came flooding powerfully back. I loved the sweetness of this 504's gearchanges (how many million ratio-swaps had smoothed this velvety mechanism?) and also its thin screen pillars, which made pulling across crowded junctions seem so much easier than usual.

Once rolling, the car was well able to stay with modern traffic, and unlike many cars of the period, it seemed to have all the grip and stability it needed, rolling along on 70-series Michelins. Keith Herbert was pleased at my reaction, but not surprised. He drives the 504 often, and knows it's good. He's never precious about its antiquity, either, though it must be considerable. "It's not the car's value that's important," he says. "It's how good it still feels, given where it's been and what it's done."

— from *AutoCar*, 21 Nov 2012, with the kind assistance of Alastair Inglis, from Club Peugeot UK.



# A hot finale in Ypres



Bryan Bouffier testing out the new technology options of the Peugeot 207 S2000 Hoverpug.

**W**E HAVE PROBABLY never known such an end to a rally. While getting through the final stage of the race, both the cars of Mikko Pajunen (Ford Fiesta S2000) and Davy Vanneste (Peugeot 207 S2000) caused mayhem on the Geko Ypres Rally 2013. Eventually, Freddy Loix (Škoda Fabia S2000) maintained the upper hand and won their eighth Geko Ypres Rally — the absolute record.

This victory has its roots in the very first miles of the first day. From then on, Freddy Loix's lead of one and a half minute was sufficient to allow him to "simply" control the race. Not an easy task in these tricky circumstances but Freddy is a real professional and took the task at hand: "I really felt good from the Shakedown. I could straight away keep a pace that would allow me to

take the lead. The car was flawless but in the conditions as we had during this edition, it was really important to remain concentrated until the very end and avoid all mistakes."

Behind him, the battle was fierce between the Peugeot 207 S2000s of Chris Breen and Bryan Bouffier in the one corner and the Ford Fiesta S2000 of Hayden Paddon in the other one. Now back with



Davy Vanneste's rally came to a blazing finish when his 207 S2000 burst into flames on the final day.

the Belgian Symtech Racing team, the latter got himself noticed because of his incredible turn of speed on roads he is not used to.

Hayden even became the first driver to steal a fastest time from Freddy Loix on Friday evening on the Mesen-stage. He did however struggle with a lack of grip from his tyres and had to let the Chris Breen overtake him.

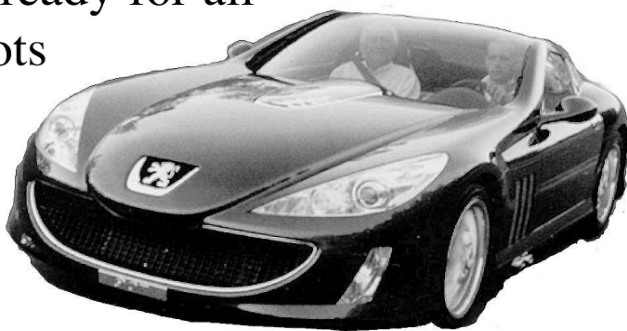
A little later he survived unscathed out of a bit of an off in sixth gear. Unfortunately, the radiator of the car was damaged and the Kiwi had to stop in order to avoid damaging the engine.

Breen positioned himself in second place



Leading lady and Aussie star Molly Taylor didn't fair to well in Ypres Rally. Challenging for the championship lead, her DS3 got stuck in one of Ypres' famous muddy gutters, ending her race.

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from stage 5 onwards, but broke a drive-shaft on the road section between Dikkebus and Wijtschate. The French-Belgian team of Bouffier and Vanneste took over but was much busier trying to keep a recovering Breen at bay than with catching Loix.

The Irish Peugeot driver was in a lonely third position when his Peugeot number one suddenly vanished into a ditch in Hollebeke 2. Two cars catching fire, however, forced the organisers to cancel the stage and Breen's podium finish was safeguarded.

Vanneste (Peugeot 207 S2000) had a fantastic run until then and came in fourth, until disaster struck. His hopes (and car) literally went up in smoke on the very last stage of the weekend.

From the second day, which was pretty uneventful bar the finish, we will remember the extreme conditions. "We've never seen that much mud on the roads in Ypres" was the main comment and quite few also experienced this at their expense.

Another important aspect of the Ypres Rally of course is that we have had the opportunity to admire the future of rallying with the two R5 cars being showcased. There was the Peugeot 208 T16 of Kris Meeke and the Ford Fiesta R5 of Thierry Neuville as opening cars.

Insiders are claiming that the times both cars were obtaining would have allowed them to win the race ahead of the Super 2000s. Watch this space!

The Colin McRae Flat Out Trophy was given to Bryan Bouffier.

— from rally-erc.com



Kris Meeke in the 208 T16 "Zero" car.



Craig Breen battling it out in the Ypres mud





# That topless scene in a cabriolet

Peter Wilson

**W**HAT A DELIGHT, I thought, an old Trauffaut movie on cable with the lovely youthful Catherine Deneuve. The French auteur's 1969 film noir, *Mississippi*



**Wedding pride:** Two cabriolets and a 2CV.

*Mermaid*, had the pleasant surprise of a Peugeot 403 cabriolet being driven along a seaciff road on the Indian Ocean island of Reunion.

The camera follows it lovingly on different roads and shows it from many angles.

Never mind that the Pug smokes a bit. It belongs to a French tobacco planter, who is on his way to the port to meet his correspondence bride, with whom it transpires Catherine has

swapped places.

It turns out that the business partner also has a cabriolet – a smart black Peugeot 203 – and the two are dressed as wedding cars.

Things turn bad when bride clears out hubby's bank account and vanishes.

Later, the planter (Jean Paul Belmondo) finds Catherine in France and falls for her again.

He should have realised she didn't have taste when she insisted on a flashy red 1965 F85 Oldsmobile convertible as their next car.

They stopped on a country road for Catherine to change her top and the sight of her topless caused another 403 cabriolet driver to



**Cobblestones:** The 203 cabriolet.

run his car off the road and swipe a tree.

The film was in the World Movies Ripped Off series, which showed a foreign film and later the American copy. Angelina Jolie in the remake,



**Another view:** Look, Lieutenant Colombo, no dents!

*Original Sin*, was not a patch on Catherine so I didn't watch it. It probably didn't have any Peugeots.

Trauffaut shot his movie on Reunion and on French locations. Its abundance of Pugs includes the range of 204s, a 404 and a J8 van, and there are other interesting cars of the period.

## CCTV pug hits the road in Bath

**A** NEW COUNCIL CCTV car is touring the streets of Bath in the UK to catch motorists breaking the city's parking rules.

The roving Peugeot car will be used to target motorists who park inconsiderately or dangerously, and allow Bath and North East Somerset Council (B&NES) staff to get to more areas.

The move by the authority mirrors initiatives

in other parts of the country such as London and Kent, where small cars are used to capture evidence of bad parking.

B&NES says it will be looking for problem areas where parking issues are either putting people's safety at risk or causing unnecessary congestion.

These include roads outside schools where there are Keep Clear yellow zigzag markings, people parking at bus stops or taxi ranks, and cars illegally parked on a yellow line when a loading ban is in place.

A local authority spokesman said the CCTV camera in the car would gather evidence and penalty charge notices would be posted out to the drivers.

The new £7,500-a-year initiative will complement the work carried out by its wardens – known as civil enforcement officers – on foot patrol around the city.

"The vehicle will only be used to collect data in locations where enforcement using officers on foot patrol is difficult, sensitive or impractical."

The car is likely to come into its own at school run time, when it can visit three or four school sites in one afternoon, saving time for wardens who normally work on foot.

The spokesman added: "The enforcement of zig-zags around schools is much easier because the mobile CCTV car can patrol multiple locations during the morning and late afternoon within a geographical span, and quickly and responsively."

The council has stressed that the car will not be used for enforcement of its bus lanes.

— from the *Bath Chronicle*



Peugeot 107 on the job

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# Key models drive Peugeot to recovery

Tony Lewis

Xavier Peugeot, Product Director at Automobile Peugeot, is in a good mood on the eve of the Frankfurt motor show. Early media reaction to the new 308, due to be unveiled to the public the following day, has been largely enthusiastic; the 208 is vying with the Ford Fiesta for leadership of Europe's supermini segment; and demand for the 2008, launched this summer, is so strong that a second shift has been added at the Mulhouse factory in eastern France.

On top of that, the share price has risen from a 52-week low of €4.32 (US\$5.77) to more than €12 as the company implements the closure of its Aulnay plant north of Paris as part of more than 8,000 job cuts agreed with the unions.

The success of both the 208 and 2008 has given the company confidence, says Peugeot. He traces the turning point in its product revival to 2009, when the company launched a new programme aimed at redefining its DNA in three ways "to get back on track."

The first is 'exigence', which Peugeot translates as "demanding excellence in everything we do – it's about quality."

The second is 'emotion' which "is about our interiors, giving them an individual feel." Customer feedback on the interior of the 3008, the crossover version of the 308, "was really good and that encouraged us to look at interiors in a new way with the 208," he said.

This resulted in, among other innovations, the small steering wheel and raised instrument

binacle. "Customer satisfaction has been higher and driver feedback much more positive with the 208," he said.

The third element of the DNA is 'allure' – a word that needs no translation but which Peugeot defines as "design and style which are our main strengths. I want to combine quality and emotion in our cars. German cars have quality but not the emotion, while emotion on its own is not enough because you have to have quality as well.



208 production at Poissy

"It takes time to rebuild a brand's image, but we have seen it can work in the UK where we are back on track." In that market, for example, 62% of customers for the 208 are new to Peugeot, a figure that rises to 75% for the 2008.

Adding a second shift to meet demand for the 2008 – the waiting list is up to three months – is obviously a fillip for his eponymous company and he says that Peugeot now has "a really clear timeline with figures going in the right direction."

That includes shifting Peugeot's reliance on



Xavier Peugeot, Product Director at Automobile Peugeot

Europe; in 2009 only one third of total sales were outside Europe. This year that figure has risen to 41% helped by sales of the 301, the notchback built in Vigo, Spain and launched at the Paris motor show a year ago, which are 30% above target. The 301 is aimed at buyers in north Africa, eastern Europe and emerging Asian markets.

Part of Peugeot's revival timeline is the development of the alliance between PSA Peugeot Citroën and General Motors, announced in February last year. PSA describes this as moving forward at a pace "no other alliance has moved at," with joint purchasing already up and running and delivering savings.

The first of three new models built off a new, shared small-car platform is due in 2016-17 while

the two sides are also investigating sharing small gasoline engines.

The unions appear to have responded surprisingly well to the PSA crisis – so well that in early September the group announced that it will build a new family of diesel engines in France largely because of agreement with the unions over flexibility.

This new understanding can be traced back to the decision last year by long-term partner Fiat to pull out of the joint venture in Sevel Nord, near Valenciennes, which builds small vans. Fiat's place has been taken by Toyota in a new van joint venture, seen as a key signal of the plant's competitiveness despite labour costs in France of €35 an hour against €22 an hour in Spain.

Sharing the small print of PSA's strategy with the unions much more than it has in the past has been a key part of the negotiations on a new social contract which are described as "very constructive." PSA hopes to reach an agreement with the unions by the end of October.

While 2012 was a difficult year – arguably one of the hardest in the company's 200-year history – Peugeot points out that this year the company has done everything it said it would. "The figures are going in the right direction," he said.

The company goes so far as to predict that its factories in Europe will be at 100% capacity on two shifts by 2015-16.

And that's something that would have been unthinkable just 18 months ago.

— from *Automotive World*



2008 production at Mulhouse

# Clapped out Pug 203 wows Bob

40 years ago

**1973** The French cars roll into Albury on Friday night from points north and south, and before long, more than 60 Peugeot fanatics are milling around various pubs and motels, starting rumours, exchanging gossip and bragging about their cars. A convoy from Sydney claims the trip took 5hr 30min.



**On the ball:** Peugeot's official car fleet for the Rugby World Cup in Sydney in 2003 includes the stunning new Pug 307 Touring.

Nola Hogan, Nan Quayle, Rob Duffy, David Toyer and Damien Jenkins all win events in the motorkhana at Hume Weir. Paul Brownlow is third outright. All have a great time.

35 years ago

**1978** Social secretary Anne Barrett is calling for Puggers to join the Hunter weekend and do 14 wineries in November. Cost is \$19.50 at the motel minus brekkie.

Editor Greg Churm spins his Peugeot 404 into a bank on Big Tree Corner in the Silverdale hillclimb.

30 years ago

**1983** Say, isn't this terrific, reports club president Ross Berghofer: a dealership has shouted two Peugeot purchasers club membership.

The South Coast picnic day draws a great crowd at Stuart Park, North Wollongong, though steady drizzle means everyone heads for shelter at organiser Lindsay Adams's place. George Gall turns up in his Peugeot 202 and John McCarthy in his Peugeot 203C.

It's a boy, Craig, for clubbers Graeme and Anne Cosier.

25 years ago

**1988** No, it wasn't Greg Churm who left that club leaflet on Bob Taffell's car

in Genoa. Neil Strugnell owns up.

Earle Turner suggests having registrars for each model who could bring their owners together at times and share the Peugeot lore for those models.

An exciting new ultra-quick Peugeot 505 Turbo is hailed as showing the Lion has claws. This car is aimed at the fat-priced end of the market which the Peugeot 604 and Talbot Tagora never quite captured from BMW, Audi and Mercedes. Interestingly, the blower 505 uses the ex-Chrysler iron-block 2,155 cc four from the Tagora instead of the Douvrin alloy 505 SDTi 2,165 cc donk, going for extra strength and stiffness. Feed is Bosch L-Jetronic and Garrett T3 blower giving 9./57 lb/sq in at 3,000 rpm, with electronic ignition, five speed and slippery diffy. Car mag says it accelerates like no other Peugeot before, with muscle, refinement and a growing hum to discourage sticking in lower gears.

20 years ago

**1993** Peugeot plans to step up its Aussie sales from 1,200 cars a year to 3,000. But increased market share will not be at the expense of profitability because components from Australia will earn vital export credits.

The Goodwins' Peugeot 403 beats all the chrome-plated competition from the US at the CVV & TMC day at Eastern Creek.

The new Australian Classic Car Monthly gives the club and Pugs a good mention.

14 years ago

**1998** Bob Holden tells The Pugilist he discovered the marque when he was given a clapped-out Peugeot 203 from the Alice-Kaduna mail run to get home from Adelaide to Melbourne. He clocked up his best time for the trip – six hours. He then built a hotted-up Pug to see off hotted-up Holdens in races.

Pugmates Dennis Barber and Andy Crane finish 17th outright and pleased as punch when the Round Australia Rally reaches halfway at Darwin. Chris Hall, Ron Fraser and Max Windrum are running an injected Pug 404.

Allan Barrett resists temptation – and the wrath of wife Jenny – by leaving a complete intact Peugeot 504 Ti at the Bermagui tip where it was taken after being immersed in a creek.



**His only Pug:** Ron Freestone.

10 years ago

**2003** Door mouldings maker Nick Kalatzos was a hilarious guest speaker with his tales of his Falcon GT days and the characters he encountered in his business.

Ron Freestone, now long retired, says he doesn't need a new car. His one and only Peugeot, a 403 he bought new in November 1956, with 150,000 miles up, still does him nicely. Eight of his 25 work colleagues owned Peugeot 203s and influenced his choice of model.

Don Pearson usually has a good reason to miss a club meeting. The latest was the loss of his Peugeot 405 SRDT in a smash. A few days later, he took delivery of a new silver Peugeot 407 HDi.

Canniest drivers in the club economy run were Tom Walker in his Peugeot 406 HDi (4.32 l/100 km) and Barry Baysfield in his Peugeot 405 (6.68 l/100 km). Pretty good, reckoned organiser Geoff Lawley, as he said the steep sections and twisty bits were not exactly conducive to good economy.

How frustrating for parts and car collector Steve Palocz! He found a dumped Citroën XM V6 on a visit to Japan, and he had left his tools, overalls and trailer at home.

Five years ago

**2008** No club clobber allowed for those attending a filming of 'Top Gear'. The producers want an audience in civvies, Ross Berghofer reports.

Stepping down as club librarian, Bob Wright is selling his beloved 306 XSi before moving to retirement in Queensland.

A panther-like big cat has been sighted in the St Albans area where Ray Chappelow is organising a Tough Challenge run for Lion cars. On his scouting run in his tough black 505, however, he sighted wattles in bloom as well as attractive Grevillea and Callistemon.

**War Birds in the air:** Club members could not resist a photo op of their Peugeots with a backdrop of a Mk VIII Spitfire, Wirraway trainer and a WWII CAC Boomerang on their run to Temora for the Aviation Museum's flying display in 2008.





# Heads or tails on new 308



**Majestic plastique:** All-thermoplastic hatch joins thermoset composite tailgates and hybrid tailgates made with thermosetting resins and thermoplastics in Plastic Omnium's range.

**Simon Craig**

AS MENTIONED IN a previous edition of the Pugilist, the new Peugeot 308 comes equipped with full-LED headlamps. Made by the Magneti Marelli Automotive Lighting division, it also incorporates daytime running lights combined with sidelights.

They've been designed to provide the same perception of lighting style both during the day and at night, through the use of thirteen LEDs.

The low-beam function, consisting of a new-

ly-designed LED module, allows the headlamp to achieve, by using 10 medium-power LEDs with an average temperature of 5700° K, over 610 Lumen (lumen is the unit of measure of luminous flux), along with safety performances comparable to those offered by gas-discharge (Xenon) headlamps.

The high-beam function was developed using a high-power LED matrix, combining style and performance, according to the Magneti Marelli press release at the Frankfurt Motor Show.

All functions have been designed for the use of a passive heat dissipation system, "for best optimisation in terms of reduction of CO2 emissions".

In addition, the 308 also mounts Magneti Marelli's "Touchscreen" infotainment system, equipped with a touch display that groups together — in a single interface — functions such as radio, music, navigation, in-vehicle computer and climate control system.

The Touchscreen is a modular device whose most sophisticated version allows Internet connection through a USB key. Connected to the vehicle CAN network, it represents a Human Machine Interface (HMI) diagnostic interface with the possibility to display information on the automobile and on navigation through a high-resolution 7" touchscreen. Bluetooth 2.0 connectivity allows hands-free control of up to 5 mobile phones. Magneti Marelli also supplies the instrument cluster for the Peugeot 308.

Perhaps the most surprising feature of the new 308 is the rear hatch.

Plastic Omnium (Levallois, France) has launched production of its first all-thermoplastic "rear-opening module" to equip the new model.

Designed in the Σ-Sigmattech research and development centre in Lyon and produced in two plants in France — Langres (Haute-Marne) and Fontaine (Territoire de Belfort), the tailgate weighs 12 kg, or 3 kg less than the equivalent product made of steel. In addition, the new tailgate offers carmakers greater freedom of design and is entirely recyclable.

Plastic Omnium will produce more than one million tailgates worldwide in 2013 and plans to double the revenue generated by this product line over the next five years.



## Peugeot unveils new diesel tech

THE SCR system reduces emissions of nitrogen oxides and meet forthcoming Euro 6 standards.

In 2015, the EU's Euro 6 pollution standard comes into force and will apply to all European vehicles. The pollutant emission limits it imposes are scaled down on petrol engines and also more drastic on diesel engines.

The main problem is the reduction of nitrogen oxides (NOx) abundant in the exhaust of diesel engines. This is a much more complicated issue as NOx emissions tend to increase under the action of systems designed to reduce fuel consumption.

For manufacturers, there are two solutions.

The first is the NOx trap. It is a catalyst consisting of precious metals and converting the nitrogen oxides Barium Nitrate. The latter is then

discharged periodically to the exhaust, after conversion into nitrogen.

The second, chosen by Peugeot, has long been used in trucks. This is the SCR (Selective Catalyst Reduction) system using a solution of ammonia derivative (AdBlue) for converting the nitrogen dioxide to nitrogen and water vapor. The Peugeot solution leverages the advantages of the particle filter house (FAP), which is fitted in the exhaust.

Thanks to its ferrous additive, the FAP works at lower temperatures than other manufacturers and has been mounted downstream of the SCR

system, which also needs heat to work. Thus, the SCR can run faster and does not require a preheating system. The DPF and SCR are mounted in a common cylinder, after the catalytic converter.

Peugeot estimates that the additional mass generated by this new treatment of NOx to be around 20kg, while the additional cost would be "several hundred dollars" according to Pierre Macaudière, Master Expert pollution control systems within the group.

The SCR system will be present on all diesel engines within the Peugeot and Citroën range, with the 2.0 HDi to be the first to benefit, sometime in 2013.

Work on a second generation of this filter has already begun to reduce its weight and cost, while meeting the following standard Euro 6.2 expected in the 2017-2018 horizon.

## For sale

306 XT, 1994. White, overall good condition, 154,000km, reg to Dec 2013, ACQ08Z, \$2,000ono, Philip, Berowra, 9456 2989, 0412 131 337.

405 Mi16. 2.0 litre, 300,000km. Was registered till March 2013. Needs exhaust and minor repairs for rego FREE, to good home. Keith, Armidale NS0438161883 email kcornish@bigpond.net.au

405 SRDT Red, just out of rego (9 September), 220,000km,

runs well. New alternator about 2 months ago, towbar fitted, needs TLC, \$1,000ono, Bob Lions, Killara, 0402 318 436 or bob@thelions.com.au

## Wanted

403 extractors, David Child 02 9498 3757

## Parts

405 Mi16 mags, set of 5, tyres used about 20,000km (spare has

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never been on the road), \$600ono, Bob Lions, Killara, 0402318436 or bob@thelions.com.au

405 SRi parts, which need a new home. They include a newly painted (regency red) front bumper, bright red grille, 1 front headlight (can't remember which side), 2 rear

tail lights in good condition, standard AM-FM radio cassette player and various other interior bits including power window switches, \$100.00 for the lot. 0429 900 460 or email kimldobbs@hotmail.com

# New chief for heritage spares

Peter Wilson

A NEW CHIEF WILL take over l'Aventure Peugeot on November 1 and his brief includes developing the newly revamped parts and services side of Automobiles Peugeot's heritage arm.

Christophe Dupont, a 43-year-old Peugeot area manager in France, has the experience of 10 years in the brand's After Sales and Spare Parts area to assist this ambition, museum chairman Xavier Peugeot pointed out in a message to members.

The Peugeot Museum has been busy tracking down old stocks of new parts for heritage Peugeot models from collectors, agents and franchises around the world.

After buying supplies regularly from Greece, Malta and Argentina it recently negotiated the purchase of a batch of parts from Macedonia.

"We are potentially interested by other stocks, from collectors, agents or franchises of the make, so please do not hesitate to inform us of any opportunity," l'Aventure Peugeot said.

The museum is also assessing the parts that need to be manufactured and said it has some items that are approaching commercialisation while sourcing other more complicated parts will take more time.

It's a matter of technical difficulties, occasionally economics due to the loss of machine tools, but "we are determined," it said.

Jean-Michael Collart, who has headed the museum association for the past three years and began ramping up the parts French Peugeot network, will take charge of the Development and Quality activities for the Peugeot brand in France.

Xavier thanked him for his commitment and efficiency in his time with the organisation.

He announced the retirement of permanent secretary Françoise Dubois, acknowledging the close relationship she has developed with l'Aventure Peugeot and its members.

Jocelyne Lavoyer, who has been working with the group for over 31 years, the past 11 developing business-to-business relationships in the Paris region, and, according to Xavier, "has rich business experience in used cars", will succeed her.

L'Aventure Peugeot, which celebrated its 25th anniversary in June, has about 2,400 members and federates 27 clubs. Its collection includes 523 vehicles, 383 cycles or motorcycles, and 3,000 diverse objects carrying the Peugeot stamp.



Françoise Dubois at Retromobile in 2008

## Pug with pulling power

THE GTISPIRIT.COM website describes an ebay UK ad for a Peugeot 206 1.6 GLX as both the best and weirdest used car ad ever.

The owner claims that the car has been "scientifically proven" to titillate women and arouse men into "sexy time".

It notes the 206 1.6 GLX was produced in France in 2001 to balance the controversial election of U.S. President George Bush and the launching of Windows XP.

It also features an automatic gearbox, working air conditioning and heating and most amazingly, windows and wing mirrors that "quickly move due to electricity" (wow!). The car features no scratches, but has stain marks of spillages on the seats, dashboard and headliner that obviously leave open the question if the current owner started his family in this very vehicle.

The last bid price was £460.



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PEUGEOT

# PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
<b>AUSTRALIAN CAPITAL TERRITORY</b>					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
<b>NEW SOUTH WALES</b>					
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	Sales Showroom	139 Princes Highway	ARNCLIFFE	NSW 2205	02 9335 9100
	Service Unit	Ann Street	ARNCLIFFE	NSW 2205	02 9335 9220
	Service & Parts	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Jason Prestige	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
Alec Mildren Peugeot	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERY	NSW 2018	02 9313 7866
Tamworth City Prestige	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6766 5008
	Service Centre	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
Trivett Parramatta	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
<b>VICTORIA</b>					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	436 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2844
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhuntly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Bendigo Motor Group	Service & Parts	140-150 High Street	BENDIGO	VIC 3550	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
<b>QUEENSLAND</b>					
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Ipswich European	Sales Showroom	34 Brisbane Street	IPSWICH	QLD 4305	07 3454 4111
	Service & Parts	21 Limestone Street	IPSWICH	QLD 4305	07 3454 4111
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Motoco Cairns	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
<b>NORTHERN TERRITORY</b>					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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# NEW PEUGEOT 208 GTi GTi IS BACK



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**NEW PEUGEOT 208 GTi**

**MOTION & EMOTION**



**PEUGEOT**