

the pugilist



Magazine of the
Peugeot Car Club
of NSW Inc

May 2014



Grilled and ready: Peugeot tries a "new" idea for its Exalt Concept Car — a lion badge on the grille.

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Peugeot 208 Hybrid FE

THERE'S HOT AND THERE'S hybrid. The two have been introduced before but the union has either been a damp squib (Honda CR-Z) or supermodel fantasy (McLaren P1).

This time Peugeot blends the two in a project that uses racecar tech and knowledge to create a hottish hybrid hatchback that has officially recorded 149mpg but will still dash to 60mph in eight seconds. And that's without charging the batteries from a plug.

After a long explanation and a short drive of the 208 Hybrid FE at a test track near Paris earlier this week, we started to question what it means to be a PHer.

Then again anyone bonkers enough to rip out the front and rear suspension and replace

all the springs and torsion bars with two radical glass-fibre blades in the name of weight-saving and 'what-if?' is welcome in our camp.

The guys responsible definitely aren't the beard and sandal brigade. All are from the company's racing arm Peugeot Sport and most were refugees from Peugeot's axed 908 hybrid Le Mans project.

"Economy and racing is exactly the same," project leader Christophe Mary told us enthusiastically.

By the end he'd managed to convince us. The car started out life as a bog-standard 208 run-around with a one-litre three-cylinder engine. This is a 68hp shopper just about saved from plodder status by its 975kg weight.

But the Peugeot Sport guys managed to remove more than 200kg from this and made it so economical they'd cut CO2 output by more than half.

The 908 donated its tiny electric engine designed to push out 120hp of power, but here restricted to 40hp. A 90-cell lithium ion battery pack supplied the juice.

Just like the 908 hybrid was going to run under electric power in the pit lane, the 208 FE moves away silently and essentially push starts the car so the engine turns over on inertia alone. Great, now they can whip out the starter motor. The weight reduction has started.

And because they've converted some of the battery power to 12V, they can run all the electrics off the lithium ion unit. So out goes the 5kg standard car battery. No alternator needed either - another 4kg gone.

By redesigning the engine's water jacket they've reduced the volume of cooling liquid by FIVE times. Of course then they could shrink the radiator. We had a peer in the engine bay and it was just like in that terrible Griff Rhys Jones Vauxhall ad from the late 90s where he was load-lugging shopping under the bonnet of an old Cresta - gaps everywhere.

Of course the hybrid gubbins added about 40kg, including a 25kg battery, but the engineers

reckoned with all the other savings, the combined drivetrain weight was exactly the same as the original 1.0-litre car.

Mary refuted our criticism that all the exotic materials meant the hybrid FE was every bit a fantasy car as the McLaren P1. "If you make a clever design you could use 70 per cent of this in a normal car," he told us.

Okay, maybe not the pricey titanium engine conrods, which were adapted from the 908 and weighed as little as a slim fountain pen. The whole three-cylinder engine was reworked for economy, including designing a new cylinder head weighing half as much. Almost everything inside that moved was coated in low-friction Diamond-Like Carbon and bathed in a very low-viscosity 0W12 oil from partners Total that reduced resistance even when cold. The result, they reckoned, was the same levels of friction at 40 degrees as nearer operating temperature at 80 degrees.

The continuing virtuous circle meant that 149mpg could theoretically give over 600 miles from a tiny 20-litre tank. Saving weight again. Those amazing suspension blades removed 25kg, and a composite bonnet took out 7kg.

There was plenty to say about the aerodynamics, which cut the drag to 0.25Cd using tricks like extending the tail, fitting tall skinny tyres, and mostly blocking the grille.

The jet whine of the electric motor gave a fascinating insight into what the ill-fated 908 hybrids might have sounded like, and our first instinct was to switch it straight into FUN mode, which keeps the three-cylinder motor running permanently after starting.

First though, an ECO-mode run-though and the FE whirled away keenly before the engine arrived with a thump at 50km/h. The gearbox is the same EGS automated manual system Peugeot and Citroen have long tortured drivers with but here made seamless because the electric motor fills in those lurching torque dips on changes.

— from *Pistonheads.com*

The cover

Rally legend Carlos Sainz teams up with Dakar biker Cyril Despres in a Champs-Élysée promo gig for Peugeot
Photo: Red Bull

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Financials & more

Ross Berghofer

AT THE APRIL meeting I was delighted to present the annual PoTY awards. Brendan Fitzpatrick is the Peugeotist of the 2013 year and he was quite pleased with his trophy.

I also presented long term membership badges: 40 continuous years to Peter Boormann and 20 continuous years to Ray Chappelow.

The end of April is also the end of the club's financial year.

Final preparations are being made to close of the clubs accounts books and present the required financial information to the club auditor.

In this way, an audited financial account can be prepared in time for the club's annual general meeting in August.

The acting treasurer, Con Engel, is on holidays and while he is away I will keep an oversight on the club's finances.

And the club invites a volunteer for the Southern Highland chapter, to arrange events in the area for local members and members generally.

Representatives of the club had, on 16 April, a meeting with Mr Dimitri Andreatidis, head of marketing at Peugeot Automobiles Australia.

The idea was to discuss if there were any opportunities for the club and the company to share and combine resources for each other's



Club president Ross Berghofer (L) presenting the Peugeotist of the Year award to "retiring" club librarian Brendan Fitzpatrick on the right.

benefit.

We discovered that the company is interested in using information on club activities as one facet of the benefit of Peugeot ownership.

More information on this will be provided after arrangements have been made.

H platers, a reminder to always bring a club magazine with you to prove to police or RMS officials that you are on a club outing that is listed in the magazine.

A close up of the POTY award.



Dimitri Andreatidis, Peugeot's National Marketing Manager



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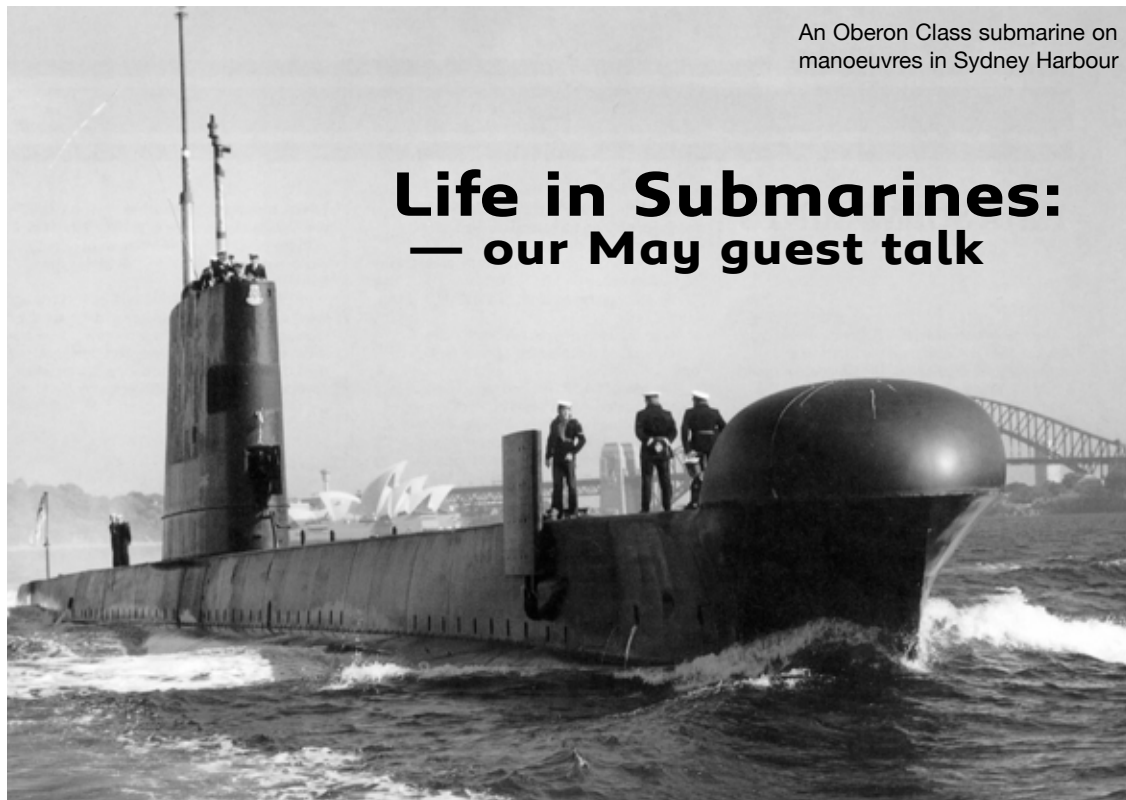
Simon Craig

Lots of events email reminders are bouncing (usually from a work address) and the club secretary Geoff McHardy (and other committee members) are struggling with a very poor and out of date member list of cars and email addresses.

Geoff would really appreciate it if you could send him an email or call him and let him know what your current email address details are.

You can send Geoff an email at:
renewals@peugeotclub.asn.au

If you don't have email, Geoff would still love to hear from you about your current Peugeot fleet. You can give him a call on 02 4576 3506.



An Oberon Class submarine on manoeuvres in Sydney Harbour

Life in Submarines: — our May guest talk

National Motoring Heritage Day

18 May

Simon Craig

FOR A FEW years now, the Council of Motor Clubs has set aside a day for all car clubs to do something with their cars.

This year's National Motoring Heritage Day is 18 May.

Various clubs are travelling to or hosting events, like the Shoalhaven Historic Vehicle Club at Berry Showground and the British and European Automobile club at Mittagong

Public School.

The full list of sites listed on the CMC's website is as follows:

- Australiana Village (not hosted. Normal entry fee of \$5 applies)
- Bella Vista Farm, Bella Vista
- Mittagong Public School
- Motorlife Museum, Kembla Grange
- Berry Showground
- Sydney Harbour National Park, Georges Heights
- Glenleigh Estate, Regentville
- Wentworth Falls Lake
- Hunter Valley (host club and venue tbc)
- Campbelltown Steam & Machinery Museum .

The editor of the Pugilist was unable to determine how many of these are actually happening (at the time of printing), other than the Berry and Mittagong events

Why not plan to take your car out (historics would be especially welcome) to one of these venues on 18 May and enjoy the shows on offer.

Pugs from a previous National Motoring Heritage Day

May Guest Speaker

Graeme Cosier

FOR SOMETHING completely different at the next meeting, we are having a guest speaker talking about his life in submarines.

Doug Edwards is an interesting chap and a good and humorous speaker.

He is also bringing a French friend with him, who grew up around Peugeots and is a keen motoring enthusiast. Why not come along and make them feel welcome?

Doug joined the Navy as an apprentice at 15 and never served on a ship in nine years of service.

Drafted to submarines, he spent five years a submariner.

"Life! in submarines" is the topic.

This is not a technical talk but a life talk. I heard Doug speak last month and I'm sure you will find his talk an interesting one.

See you at the May club meeting.



OASIS

Tue, 6 May

Reg Short

THE RUN will be a cruise on the Nepean Belle on the Nepean River.

We will meet at McDonald's south-side Eastern Creek at 10:30am for an 11:00am departure to Trench Reserve, Penrith.

Lunch will be a two course buffet with tea and coffee.

Please note there is no Eftpos on board so drinks will have to be paid with cash.

As we have to confirm the booking I must ask you all to ring the Nepean Belle by 22 April on 4733 1274 and pay by credit card. This will confirm our booking. The cost is \$42.00 each for seniors.

The cruise departs the jetty at 12:00pm and returns at 2:30pm.

If any of you are not sure what to do please call me on 0409 773371 or 9623 8609.

This should be a great day, as the boat is an old fashioned paddle wheel steamer and it goes up river into the Nepean Gorge and the Blue Mountains National Park.

Club diary

Tue, 6 May

OASIS Run. Nepean Belle cruise on Nepean River.

Wed, 7 May

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

3-8 May

Pugger Buggers ACT with Neville Sumerill.

Wed, 14 May

Committee Meeting, Wenty Leagues Club, 8pm.

Sun, 18 May

National Motoring Heritage Day.

Sun, 18 May

NSW Motorkhana round 3. Nirimba.

Sun, 18 May

Tyre-kicking in Slough Business Park. From 10:30am.

Tue, 3 June

OASIS Run. tba.

Wed, 4 June

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

Wed, 11 June

Committee Meeting, Wenty Leagues Club, 8pm.

Sun, 15 June

Battle of Waterloo, Rond Terrace, Canberra.

Tue, 1 July

OASIS Run. tba

Wed, 2 July

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

Wed, 9 July

Committee Meeting, Wenty Leagues Club, 8pm.

15 June

Battle of Waterloo

Simon Craig

CANBERRA'S ANNUAL gathering of French and British cars, including some bicycles, will be held on Sunday, 15 June at Rond Terraces, to commemorate the Battle of Waterloo in 1815.

In past years, the event has attracted up to 100 cars and about 150 participants depending on the weather. Entry is open to the general public.

The event is being organised by the Renault Owners Club of Canberra (ROCC) in conjunction with the Peugeot Association of Canberra (PAC) and sponsors.

Enter via Constitution Ave and Wendouree Drive and then via the gate near Blundell's Cottage. For a Google Map, try this link:

<http://goo.gl/maps/Lxihk>

Freestanding directional signs will be at the intersections of Anzac Parade with Constitution Avenue and Constitution Avenue and Wendouree Drive and at the entrance near Blundell's Cottage. The advisory speed limit is 5km/h. An official in

a fluoro vest at the entrance will guide cars.

All cars will be parked on the hard stand red granite area and well back from the RG Menzies walkway on the lake edge as public access to the area is not restricted. Drip trays are required.

Coffee, tea and drink facilities will be available. The PAC BBQ will be next to the coffee van. Toilet facilities are in Commonwealth Park to the west.

Bottles of The Arrogant Frog donated by Shannons will be available as door prizes to be drawn towards the end of the event. Otherwise the event is to be glass free.

The event will be cancelled if there are forecast high or gusty winds or if there is rain. Advice as to any cancellation will be posted the day before on

the ACT Council of Motor Clubs website and via email to participating clubs.

Set up is at 9am, with the event running from 10am to 3pm

Contact the ROCC for more info:

Barry McAdie 0415 907 614

email bardot@homemail.com.au

Lisa Molvig 0412 011 927



Tyre kickers welcome

Robert Rigg

THIRD SUNDAY OF the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

French car owners now have a once a month very informal tyre kicking gathering.

Regional, interstate "froggers" along with all age groups and sexes are welcome. No commitments and no memberships are required.

The tyre kicking will be held every third Sunday of the month, commencing nominally around 10:30am. This tyre kicking should continue through until all tyre kicking, parts exchanging, information gathering and sharing, boot sales,

spruiking, skiting and general talk is complete.

Attendees may arrive and leave at any time at their leisure, attendees may continue on to a walk, a bike ride, a river ferry trip, a meal, a drive, a drink, an engine overhaul or whatever.

Anything formal, along with any hooning shall be frowned upon.

The venue is central for most, is a sizable off-street parking area with a well maintained lawn area that should not be parked out, has amounts of shade, toilets and under cover awnings if it



Inaugural tyre-kickers day on 16 March.

rains,

Newington shopping centre is 500m away, along with a nearby river, walks, playgrounds and pushbike tracks for mum and the kids (1km away).

You may also wish to arrive by ferry (3km), a very pleasant style of transport.

The next meeting is on 18 May.



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Marulan Track Day 31 August

Helen Louran

PLEASE MARK this important date in your calendars — Sunday the 31st of August — our annual Marulan Track Day with our friendly HSRCA members.

More info will be revealed in the June edition of the Pugilist Magazine, so watch this space where all will be revealed.

For more info about the Marulan track, visit www.mdtc.com.au — it's a great website.

If you have any questions, please contact myself via email at pinky206cc@optusnet.com.au or call me on 0413 594 792 or 02 9718 0321.

You can also contact Peter Lubrano — our Peugeot / HSRCA liason man on 0405 991 336.

You can also contact Richard Cardew, who is the HSRCA Chief of Registrars, via email at rcardew@primus.com.au or via phone at 0405 459 546 or 02 4384 1546

That's all for now — till next month
Pinky.



Past club track days have been very popular with members — no matter what pug they drive.

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The Peugeot Car Club of New South Wales Inc – now 41 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 Boonah, QLD, with next year's event to be held in Tasmania.

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
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• 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 Pugilist

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- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799. 03 5966 2373.
- Ad deadline is Tue, 20 May, 2014. Other copy before then if possible.
- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.
- Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 29 May. Historic registered vehicles welcome.

Who are ya gonna call?

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Staying in the race



Stylish, "Peugeot-fied" Mitsubishi ASX selling well in Australia as the 4008

Peter Wilson

AT FIRST IT looked as if the Peugeot group's Back in the Race plan to regain profitable production would spell the end of the road for one of Australia's most popular recent models.

Chief executive Carlos Tavares indicated that the present 45 Peugeot and Citroën models would be shrunk to 26 between Peugeot, Citroën and the new DS brand.

The obvious first targets were the Mitsubishi Motors collaborations that helped PSA catch up in the SUV market.

Languishing European sales of the 4007 and 4008 saw the 4007 get the axe in 2012 and there were hints from Paris that the 4008 would be next.

By early 2013, 12,300 4008s had been produced in Japan and Russia, with sales of 9,300 units.

Peugeot had put more effort into body styling of the ASX-derived model to give the attraction of European looks, Peugeot tweaked underpinnings and proven Mitsubishi mechanicals. Even so, Peugeot UK showed no interest in the model.

In contrast, the 4008, making its debut here in May 2012 ahead of Europe, has found something of a market sweet spot.

Former Peugeot Automobiles Australia chief Bill Gillespie was so confident in its success in a market with expanding small SUV sales that 900 units were ordered for the first year from the Nagoya plant in Okazaki, Japan.

Without the ASX tizzy bits, it looked like a Peugeot and Peugeot's local research showed that looks were the main factor with buyers of compact SUVs and the most popular configuration by far would be a petrol engine and automatic transmission.

Although it meant disappointing country dealers with strong diesel markets, the new team at the Homebush headquarters declared the latest petrol models were as fuel efficient as diesels and skipped the two oil-burner models being sold in Europe.

Traditional Peugeot owners may have wor-

ried that, unlike the 4007, the 4008 did not have a Peugeot heart, but that did not worry the folk who bought enough of them to make it Peugeot's second most popular model to the 208 in 2013 with sales of 971 units.

The success of a model in one market does not mean it will get a similar response in another, the best example being Mazda doing better here than in other global markets.

Mr Tavares gave the impression cars would be phased out gradually rather than suddenly. The French government, now a shareholder, would not wear further factory closures.

Analyst Glenn Brooks, of the just-auto website that monitors global auto production cycles, has suggested the 4008 will go when it is due for a body update next year, although even that would depend on the nature of the contract with Mitsubishi.

Even if it did go, that would not mean the sudden end of the road for the 4008 here.

When the Peugeot factory at Ryton in England was scheduled for closure, Australia placed a big order for the last right-hand-drive 206s to boost supplies because France produced only left hookers.

That plan was thwarted when Ryton was closed sooner than expected and the popular 206 sold out quickly. Later, when right-hooker 206s were available, the model was deemed too dated to bring in.

Peugeot Automobiles Australia saw sales of the 4007 increase when it repositioned it, i.e., dropped its price, and when Paris decided to axe the model, Homebush ordered another 1,000 or so from the end of the run. This meant its big SUV was on hand to keep on sale as a new vehicle until this year.

From the chassis number of my long lost Peugeot 604, I gathered that it was sold new three years after it was built, but that was when Australian homologation rules required 1,000 units to be imported.

Anyway, should the 4008 be axed the pain of losing such a good seller can be eased here by a generous final order.

What may give the 4008 a stay of execution

is the China factor. China is crazy for SUVs. If it does well as Peugeot steps up its Chinese involvement though its local shareholder, the 4008 will survive. It is an import — Peugeot's Chinese joint ventures cannot make the 4008 there because a Mitsubishi joint venture is making the ASX.

The Chinese market was up 18 per cent year-on-year in February to 1.6 million vehicles, with the Peugeot 301 making the top 100 for the first time.

Good news, too, from France where car sales are rising at last, up 9 per cent in March and 3 per cent in the first quarter.

Peugeot sales were up 16 per cent and Citroën's 13 per cent with the 208 and 2008 in the French top four.

Peugeot group shares rose on news that Peugeot auto revenues were up 2 per cent in the first quarter of the year.

The heat has gone out of the Australian market this year with sales of 92,297 vehicles in March indicating a 2.4 per cent decline for the quarter. However, large cars have picked up thanks to the comeback of the Commodore and SUV sales remain strong, up 5.6 per cent in March as passenger car sales slipped.

Peugeot had its best sales this year in March of 364 units, down 9 per cent on the 401 in March 2013, to finish the quarter with 1,010 new registrations.

Things are expected to improve after some churn in dealerships and with the new Muirs outlet on Parramatta Road establishing its presence in a big market.

Renault registered 788 units in March for 1,784 for the quarter. Fiat had 485 to move 1,548 for the quarter. Volvo was one behind Peugeot with 363 in March but beat it for the quarter with 1,218.

Toyota was the top seller in March, rising to 18,275 units, followed by Holden (9,851), Mazda (9,203), Hyundai (8,606) and Ford (7,037).

With a March figure of 4,086, the Corolla finished ahead of the Mazda3 (3,587) and HiLux (3,105) while the Commodore continued its comeback with 2,967 units.

Peugeots in the Valley

— Hunter Valley that is



*Over the hills and dales,
Through the straights, around the hairpins, over the potholes.
Over flooded creeks
And across rickety old historic bridges with their creaks.
Morning tea in a rain-sogged park
Thankfully it was not dark.
We made it to Bulga, Gloucester, Stroud and Morpeth
Through fog and mist and rain,
With plenty of Pugs in train.*

Ross Berghofer

NO, THIS IS NOT a Henry Lawson poem. It is an account of the club trip from Wollombi to Morpeth via Gloucester.

The trip started at Wollombi, where a lion-up of ten Peugeots was the talk of the morning until we all set off.

Grahame and Janette Foster in their 306 Cabriolet was the lead car and provided guidance

over the two-way radio, to Bulga for morning tea.

It was a drive through country that I had not been to before.

Bulga was vulgar because the rain had caused a lot of sloshy parts in the park where we shared our cakes and biscuits. Still, the camaraderie and good company we had was enough to warm our spirits.

Back in the Pugs it was off to Singleton, then to Gresford and Dungog, and to Chichester Dam for lunch. The picnic area was deep in the ancient

forest adjacent to a stream downstream from the dam wall.

After lunch Ross Pearson departed. Back in the car seats, and after many curves and potholes (that you do not feel in a Pug) that made up the road, we arrived on Saturday afternoon for our overnight stop at the Gloucester Country Lodge.

Some of those bends in the road were fairly tight and I thought that 403 ute might fishtail. But it held in tight, with owner Geoff McHardy reminding me of the Pug's handling characteristics. Earlier, Gary and Sophie Chamberlain in their 404 had left the convoy to return home.

The exciting thing about this motel is that it looks like an ordinary motel at the front, but the rooms at the rear open onto a magnificent vista of green fields and the hills beyond.

It did not take long for the Peugiliers to assemble for afternoon nibbles and drinks on the veranda to enjoy this scenery.

Dinner that night was at the adjoining country club.

The next morning the first thing after breakfast was a jaunt off to Kia Ora lookout. that is a few kilometres north of town.

After driving up the steep hill to the top there is an uninterrupted 360 degree view of the valley, the town and hills — a great way to start the day.

We then drove back into Gloucester and said goodbye to Don and Ross Pearson (407 HDi wagon), before moving on to Stroud for morning tea.

Here we inspected the two underground grain silos, with two 19th century cannons guarding

Morning tea overlooking Stroud from historic Silo Hill



them.

These cannons were transported from Sydney to their current location.

After again sharing our food and enjoying John and Robyn Gambrill's (308 HDi) images of Argentina and Antarctica, it was off in convoy through the back roads, again led by Grahame and Janette Foster, to finish at historic Morpeth, located on the Hunter River.

It was here that we said our goodbyes and went our separate ways to discover the touristy delights of the town.

The other Peugeot's comprised Ross and Sandra Berghofer in a 308; Anne and Grahame Cosier in a 406 HDi wagon; Andrew Park and Lorraine Mordue in a 508 HDi; Andrew McHardy with Jon Marsh in a 403 ute; Dave Besson and Gayle McKay in a 407 HDi; and Paul and Robyn Pracy were made welcome in another manufacturer's car.

Thanks to Grahame Foster for organising the weekend and to Andrew Park, for his suggestions on the routes taken.



One of the 19th Century cannons



Pre dinner drinks at the rear of the Gloucester Motel



The full group (minus two Saturday day-trippers) on the wall overlooking Chichester Dam





Bird's eye view: The control room. We were only able to see this room from the windows above.

Green lights all the way

Peter Wilson

WITH MORE THAN five million vehicles crowding our state roads, there is one sure way to beat jams and red lights.

The Transport Management Centre in Redfern makes this all happen when it activates its greenway program.

So far it is exclusively for the governor-general, governor, prime minister, premier, overseas

Become a VIP or tote a load of bullion. You get a police motor cycle escort with flashing lights, sometimes bodyguards and flunky cars and green lights wherever you go.

dignitaries or a truck with a few pallets of gold strapped on its tray.

Alas, traffic officials don't tell when the greenway is on so ordinary folk can slipstream for the ride.

Meanwhile, a traffic drama was unfolding when Peugeot club members visited the centre on 25 March.

As our guide Angela Cannuli explained how the troubleshooters in the control room below our mezzanine vantage point could handle problems on state roads, some members were watching a segment of the giant video curved screen where heavy traffic was at a standstill.

A queue was forming where an ambulance blocked a lane. Slowly the vehicle moved into a parking spot and the queue moved forward.

Then a police car arrived from the camera side and stopped the other lane, bringing that to a standstill.

The police presence had probably been organised for this off peak problem from the liaison desk down below. On other cam views, traffic was flowing or was quiet; hence some controllers' desks were unmanned.

Angela explained how the view from just one of the state's 1,400 web cams could fill the entire screen, but most of the time it was as we saw it, divided into a dozen or so segments showing traffic flow here and there. One frame listed congested streets, based on road sensor reports.

Cams can be switched when required.

Not only are the headquarters new, the culture has changed considerably since the move from Oxford Street where club members had an inside viewing some years ago.

Where problems were once pretty well an in-house matter, now they are shared widely via



radio, phones, TV and www.livetraffic.com to give travellers warnings of jams, crashes, fires and floods so they can try other routes.

Messages can be put up quickly about a problem on the giant lightboards on major routes.

The information has a calming effect.

“We find that people are more reasonable about being stuck in a queue if they know the hold-up might be a fatal accident being cleared on the road ahead,” Angela said.

Being stuck in queues is increasingly possible as more vehicles use our roads. Sydney is noted for extremely long commuting distances and its peak hours stretch from 6 am to 10 am and from 4 pm to 8 pm.

Monday is the quietest day and traffic builds to a busy peak on Fridays. Weekends are now so congested that clearways have started with Victoria Road.

Should your car star on a web cam, you can relax as the live image is not recorded.

But big brother records highway safety cam banks and police can review the footage. A Hume Highway cam helped nab the killers of a diplomat in Canberra a few years ago.

The tour was interesting and exclusive, thanks to Graeme Cosier’s networking.

Graeme recalled with delight the response to a bank robbery that members witnessed on the previous visit.

A controller saw on a cam a man pulling a bal-clava over his face before going into a bank on



Our host Angela Cannuli

Broadway. The man emerged a bit later, whipped off his disguise and crossed with his loot to the centre island of the busy six-lane street.

The controller left the green lights on to keep

the man trapped by flowing traffic while the police liaison guy called for squad cars. They got their man, Graeme said.

Peter Wilson

When Gaston Liegeart had to visit Saharan Algeria in 1908 he decided that the only way to travel was by car.

He was, after all, president of the Automobile club of Bourgogne and his Peugeot type 93 was the ultimate in modern automotive design, a four seater about the size of a 206 with a hearty 6.371-litre engine and chain drive that could cruise between 62 and 87 km/h, according to Lille factory figures.

Liegeart’s itinerary included Briskra, the carpet-making centre of Touggourt, Tébessa and the Tunisian industrial city of Gabés, which meant he would cover an awful lot of sand.

He didn’t want to risk being bogged on the way.

He no doubt took inspiration from the magic carpets of the Arabian Nights and modified his Peugeot to suit the conditions with its wheels running on continuous tracks of carpet to avoid bogging and maintain traction.

Not a bog standard Pug



Welcome mat: Modified for a Sahara journey.

This variation of continuous track designs, that have been around since giant stones were slid on logs to Stonehenge and to pyramid sites, is described in Peugeot Reine d’Afrique, a well-illustrated volume in the club library with French and Italian text.

The authors cover Peugeot’s involvement in the continent from the Bey of Tunis ordering that highly ornamented 1899 Type 3 Vis-à-vis now in the Peugeot Museum to the postwar Safari rallies and the break-neck Paris-Dakar crossings.



Simon Craig

HAVE YOU EVER wanted to be a crash test dummy? Ross Berghofer got up close and personal to one at the CrashLab visit in February, but this is perhaps taking things a bit far.

A temporary showroom in Sydney's CBD in March gave people the chance to get behind the wheel and crash a car — and then go back in time to crash one from the 1980s to compare the difference.

People were invited to wear a 3D mask and get behind the wheel of a brand-new Holden Commodore which crashes — virtually — into a barrier at the same speed crash tests are conducted.

The system then resets and the same stunt is done in a 1982 Commodore, with catastrophic results.

The project is designed to demonstrate the significant improvements in car safety over the past three decades, in addition to airbags and stronger body structures.

A study by NRMA Insurance found most drivers don't know the type of safety features in their cars, however we know that Peugeot drivers are much more aware of this than others.

Perhaps fittingly, the NRMA cut up their sleek 508 HDi, which was donated by Peugeot Automobiles Australia, to demonstrate the construction techniques used in nailing together the safe pug.

"A lot of people say safety is important when choosing a car, but in reality only 1 in 10 know what safety features are available and what they actually do," said Robert McDonald, the research manager for NRMA Insurance.

The survey found most people could only name seatbelts and brakes as the safety features on their car.

I visited the showroom on the last day it was open (after only reading about it on Facebook) to have a look at the terrible destruction they had reaped on the hapless 508 — and took a photo or two,

The latest Census figures show the average age of cars in Australia has fallen to below 10 years (to 9.9 years) for the first time since records were kept, however this figure is still higher than other developed countries.



The average age of motor vehicles in Japan, the UK, and North America is between six and eight years.

Newer cars with more safety features are believed to be one of the hidden contributors to Australia recording the lowest road toll in 89 years in 2013.

As well as the slain pug, there was a hands-on demonstration of hail damage, where visitors were invited to fire a hail gun at the bonnet and door of a car. It was a very popular attraction.

— *with news.com.au*



There was a constant queue of people lining up to try shooting the hail gun at car panels.



Peugeot confirms Dakar return

Peugeot has announced it will enter the 2015 Dakar rally.

It brings to an end a 25-year absence from the off-road endurance race for Peugeot, which it won four times (1987, 1988, 1989 and 1990).

Peugeot will enter a rally raid-spec 2008 cross-over (called the 2008 DKR) in the 16-day event, which runs over 16 days, beginning on January 5, and covers a distance of 9000km.

The Dakar will not travel to its namesake city, the capital of Senegal, as its route switched from its African homeland to South America due to terrorism fears that prompted the 2008 event to be cancelled at the eleventh hour.

Next year's Dakar Rally will start and end in Buenos Aires, passing through both Chile and Bolivia on the way.

The return to long distance "rally-raid" events follows Peugeot's successful attempt at the Pikes Peak hillclimb in Colorado, USA, in 2013.

The then current World Rally Champion, French ace Sebastien Loeb, smashed the course record in the wild 208 T16 Pikes Peak.

Peugeot Sport has confirmed that 2010 Dakar winner and two-time WRC winner, Carlos Sainz, will join five-time motorcycle Dakar victor Cyril Despres in the team's drive line-up for 2015.

Peugeot confirms Dakar rally return

WRC champion Ari Vatanen won with Peugeot's first attempt in 1987, but was unable to repeat the feat in the following year's event when his Peugeot 405 T16 was stolen from the support area overnight.

His fellow Finn and Peugeot works driver, Juha Kankkunen, took the victory; Vatanen would reach the top step of the Dakar car class podium in 1989, and take his third (and Peugeot's fourth) win in 1990. Peugeot then left the Dakar

to concentrate on sportscar racing, leaving Dakar duties in the hands of sister-brand Citroën –

which won in 1991, again with Ari Vatanen.



On the track from Zanussi 1987: An iconic image of the 205 Turbo 16 crossing the dunes on the way to Arena. Sandstorms were a problem in the desert, but the Peugeot could leave quite a storm of its own in its trail.

Juha Kankkunen, Bruno Berglund, Jean Todt, Juha Piironen and Ari Vatanen in the 1988 Paris-Dakar.





Camel car in sand: A shot from the Peugeot helicopter showing Ari Vatanen's and Bernard Giroux's 205 T16 following fresh desert tracks on their way to an easy win over the 539 entrants in the 8,315km 1987 Paris-Dakar Rally.



Cleaning the dust off: Villagers form a guard of honour as Ari Vatanen's and Bruno Berglund's 205 T16 plunges through a river in the 1988. Three spectators and three participants were killed during the event.



Why not buy a 205 — part 5

Richard Marken

Another year beckons, 2014 is only two days away and I once again have air conditioning issues with the 205.

A couple of weeks in New Zealand for Christmas with the grandkids has not helped get the finished. I did, however, get a lot of work done, the re-gas of the air conditioning happened and the wheel arch moulds arrived from England and the Speedo and clock were finished two days before we flew out to New Zealand.

With the wheel arch moulds finally here and all of the upholstery finished, I figured I had enough time to clean up and fit the wheel arch moulds and door protector strips before the New Zealand trip on the 14 December. The cleaning up was no problem and since I had to change the colour of the mouldings, they were green (off the Gentry model), I had considered painting them. But since I was using a black carbon fibre vinyl wrap on some of the interior trim bits, I figured that it would be a easy fix to cover the wheel arch moulds and the door strips with the same product.

First job however was to work out how to

attach said body moulds, the doors were the first bits that I looked at, these are clipped onto the GTi models via a series of pegs welded to the door, my doors not having aforementioned pegs I had to come up with something different. First

tipple layers to make it work on the mould profile.

Next idea was to drill the door and to fit thread inserts and to then use 4mm diameter countersunk stainless steel screws, very secure and easily removed and the centre trim strip



choice was double-sided tape, but most high strength tapes are very thin and would need mul-

would cover the screws.

I ran into a small problem at this point, I couldn't drill a hole in the door, correction, I could drill through the door skin, but resting up against the door skin in the appointed place is the intrusion bar.

Did you know that Peugeot use of the best high tensile steel tube for their intrusion bars, no way can you get a drill through it, and if I could have got a hole in it I doubt if I could tap it for a screw to go in it.

Back to idea one, a bit of searching turned up the double-sided tape that was needed to match the thickness required, so I finally covered the door trims and attached to them to the doors.

The front and rear wheel arch moulds are held on by push-in plastic pins and some clips, the front were going to be easy, drill a few holes and push them on, so I tackled the rear ones first.

With the rear I had to re-profile the wheel



arch cut away, you see the GTi has wider wheels, like my car has, and so they made the rear guard with more clearance than the Si models have.

It was really easy to do in the end, I marked out where to cut the guard using then moulding as a template and then using my trusty jigsaw I removed the required section of both inner and outer rear guard.

These were then cleaned up and reattached to one another with polyurethane body sealer, this is the same method used on the original bits.

To actually fit the moulds, i.e., drill the mounting holes, took a bit longer as I had to mark out and plot the position of the mounting pegs onto the front and rear guards, once again instead of clips I was able to fit threaded inserts instead (no intrusion bars in the guards).

This all went well and I finished the drilling jobs off by painting the edges of the holes, don't really want things to rust, do we.

Putting the carbon fibre wrap on the mouldings was a lot harder than I first thought, but after the first one it got a lot easier with practice.



bars and side body moulds.

With that 205 all but finished, air conditioning aside, I once again parked up all the Peugeots then headed off to the land of boiling mud for a

Day two days away I once again tackled the leaky air conditioning system, but having it recharged for a third time has only thrown up more issues than I had before.

At this point I think that the new compressor is actually faulty and could be the source of the leak, it may have also put metal particles into the system, further investigation is required.

On further investigation I removed the air-conditioning compressor and the delivery hose to the condenser, I'm sure it's still the source of the leak.

I'm going to use one of my spare 605 air conditioner compressors and I will have the suspect hose re-made, I'm also going to replace the pressure switch with a new one, with luck that will get the conditioning system up and running properly. Time will tell and since most businesses are now closed till 6th January I will have time to do other things.

Following on with the air conditioning problems, I have had a new delivery hose made up and I have fitted one of my spare 605 air conditioning compressors which I know is working and in as new condition. I also have organized a re-gas on Monday morning then hopefully this will be an end to the 205 rebuild. Mind you, I'm still looking for a new map reading light and an ash tray



The vinyl is a heat set plastic vinyl and you use a heat gun to stretch and form it into position, I later redid my first wheel arch mould.

The fitting went really easy and I finished the job off with a chrome trim strip on the bumper

fun filled fortnight of Christmas things and being entertained by my grandchildren,! Ho! Ho! Ho! and feeding the local sandflies.

Back home again, and with the shed unpacked, it was time to finish off the 205, with New Year's



lid, but I may just put a cover plate over the hole in the console.

The re-gas was once again unsuccessful, today I will remove the radiator and have a good look at the bottom hose connection on the condenser, there seems to be A/C oil down there.

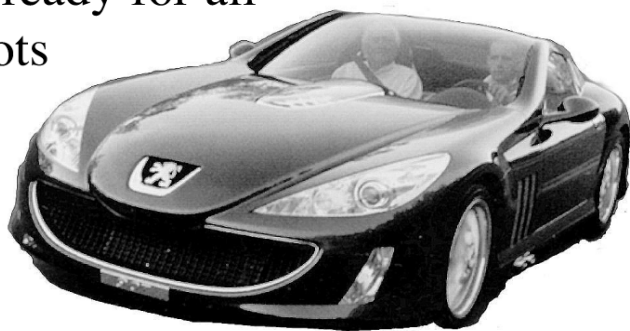
I removed the radiator and remote mounted it in front of the car, a new seal was required in the bottom air-conditioning hose into the condenser, and once again we re-gassed the system and checked for leaks. With the radiator out of the way you could see and get to all the air-conditioning connections, this time no leaks, I recheck it over the rest of the day before refitting the radiator.

Finally I had the air-conditioning system working properly, except for the interior fan, it would not run at high speed now. After a few checks a faulty resistor was diagnosed and a new unit purchased, now it is all working properly.

The map reading light is still missing but the 205 has now been finished. I may even get to drive it in the Driving Skills on the 16th February.



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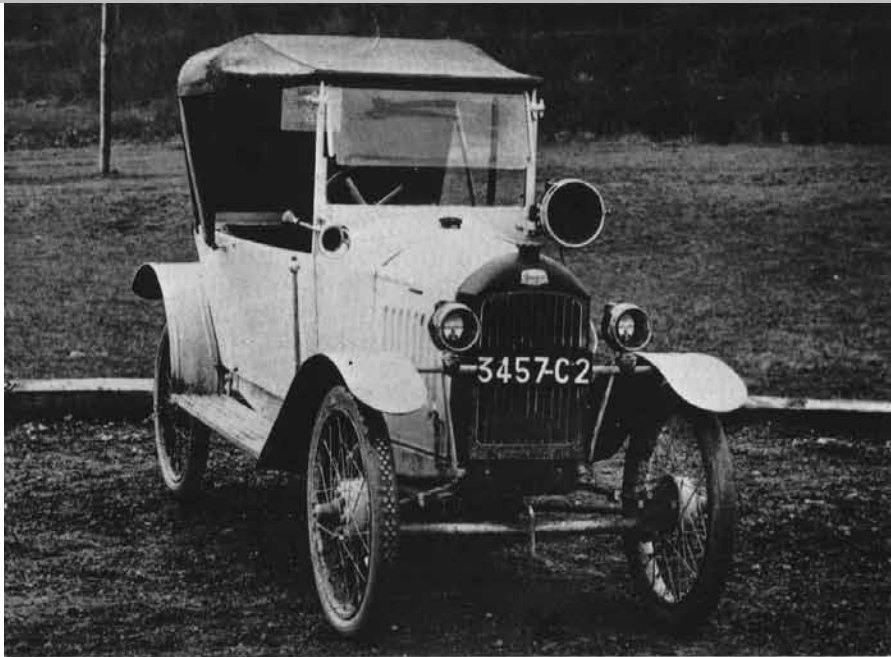


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Jim Kearns

During the First World War France and Germany each lost 20% of their male population and after 1918 world economies were forced to change. Henry Ford introduced the Fordson tractor with its chassis and drive train all in one which was sold worldwide, was cheap and an economic miracle for agriculture where man power was in short supply.

In Europe petrol and road taxes were high and drivers were charged according to the size of their engine, so big cars were giving way to smaller cars such as the Austin 7 in England.

The Quadrilette (nicknamed "cycle car" due to its spoked wheels) was a small inexpensive car introduced by Peugeot as the type 161, shown at the 1920 Brussels Motor Show and became available in 1921. Production finished in late 1922.

The original models were so narrow that the driver sat in the front with the passenger behind, there being no luggage space.

The small engine was a slab of cast iron with the valves parallel to the four pistons, which were aluminium, displacing 667cc with a 50mm bore and an 85 mm stroke producing 4hp.

It had three forward gears and reverse and had no differential nor shock absorbers. It only weighed 350kg and had fuel consumption of 4.5L/100km. A 172 Quadrilette broke the fuel economy record in 1924 using 8 gallons only, from Melbourne to Sydney, averaging 73.25 miles/gallon.

By 1922 the tandem seats were replaced by the more sociable bench seat in the 161 E and it had a top speed of 50km/h but did not have a speedometer. Acetylene lights were an expensive option.

The 161 body was manufactured at Beaulieu and was simple and elongated, leading to a boat tail at the rear with an optional soft top. This was torpedo style and was the only option.

In 1923, modifications were made to the 161 Quadrilette and later the 172 Quadrilette was introduced in 1922 and was in production until 1924.

It was to have a wider body and shorter wheelbase but the engine was the same and still made at Beaulieu.

The 172BC was the precursor to the R model and both were to be made in Sochaux.

The 172BC was to have the 720cc engine with 5hp, together with disc steel wheels and a new Michelin tyre, plus body shapes including Torpedo, Cabriolet and Normandy Cart (ute).

The BS was the Grand Sport and only 100 were made in 1924 and were successful in racing. A crimson BS is on show at the Peugeot Museum at Sochaux.

3,500 161s were built between 1921 and 1922
8,705 172s were built between 1923 and 1924
7,084 172BCs were built between 1924 and 1925
27,119 172Rs were built in Sochaux between 1925 and 1927

I have a 1926 172 R which was discussed in a previous article and more recently a 1924 Quadrilette which is chassis and drive train only and has to be rebuilt.

This means I will be sitting behind my desk a little longer.



Where there's a wheel there's a way

An Australian journo road testing a new Peugeot model in France usually gets a left hooker and adapts easily to local conditions.

Phil Christensen, who was motoring writer for *The Sun* in the 1980s, recalled a gripe with the 605 when the big luxury model was released.

He was given an Australian-spec model to test.

"It was a great car," he said, "but it was right-hand drive and when I took it on the motorways at every toll booth I was on the wrong side and had to get out to pay the toll."

The French, it turned out, once had an answer to the problem of a young man in a hurry.

In 1936 Panhard et Levassor, a firm that Peugeot later took over, produced an innovative streamlined model with waterfall grille, graciously curved guards and monocoque body.

It was an unusually wide six-seater with the steering wheel in the centre of the front seat to give the best vision.

Panhard called it a common sense solution as many European makers, though not Talbot and Lancia, were switching from the right hand drive that had prevailed 20 years earlier.

But it was an innovation too far. Drivers complained of having to slide across the bench to and from the door so from 1938 Panhard put the wheel on the left side.

Other designers caught on to integrating the lights into the guard in the Panhard fashion.

The Dynamic offered a solution to a modern problem – the fat A pillars that impede the driver's field of vision. It had a flat windscreen and an additional window on each side between A pillar twins.

It boasted the world's last production sleeve valve engine, a silent 2,516cc unit that could take the car to 130 km/h.

He got respect

It was "hello, hello, hello" when a young Victorian policeman sighted an unregistered Peugeot 404 parked near Station Pier on his beat in Melbourne's Docklands.

New owner Ray Stone explained that he had a driving permit to take the car from Port Macquarie to his home in St Leonards, Tasmania.

Lion's Roars



1938 Panhard Dynamic: Innovations and great outlook.

He was there waiting to put the car on the Spirit of Tasmania for the Bass Strait crossing.

The cop was pleased. "That means you will be out of our jurisdiction soon," he said. He wished Ray well and resumed his patrol.

He was lucky. Victorian police treated another old Peugeot owner with a NSW permit rather viciously.

We reported in November that 81-year-old Ray had been trying to find a Peugeot 203 in good order and had baulked at the price that Les Hanson wanted for his impeccably restored 203.

He points to a couple of interesting articles about this critter on google once you get past the hybrid dog breed stuff.

Vintage French problem

David Child usually has his finger on the pulse of the surviving local Peugeots of the vintage era, as his articles in *The Pugilist* have testified.

But he was a car hunter in distress recently when he needed a vintage French car.

The National Trust, where he works, had arranged an exhibition of the terrific 1920s-style costumes worn by the well-heeled heroine from the ABC TV series, *Miss Fisher Murder Mysteries*, and wanted an appropriate period car on display at Old Government House, Parramatta for the opening.

As Miss Phryne Fisher, actor Essie Davies gets around in the

Miss Fisher's ride: A rare model in Australia.



Les sent him photos of a 404 that he was parting with and Ray decided that was affordable and definitely the model for him. He said after the drive from Port Macquarie he was very happy with his decision and the performance of his purchase.

Tour of shed

Club Peugeot UK editor Alastair Inglis met Belgian club members Daniël Raman and Marijke De Visscher at *Rétromobile* in Paris and Marijke suggested he go onto Google. be and input this: iedereen beroemd ter plekke melle.

"I was very pleasantly surprised to see a short video of Daniël giving a guided tour of his shed – it's definitely worth a look!" he reported.

Aussie puggle

Adding to our wealth of pug trivia, Wollongong member John Baird has discovered a local variation – a puggle is a baby (spike free) echidna.

show in an immaculate red 46CV 1923 Hispano Suiza.

Although the brand began in Spain and the designer was Swiss, the factory moved to France because it was the biggest market.

(The company built a World War I V8 aircraft engine with a cast aluminium block and thin steel cylinder liners, an idea that Peugeot later adopted.)

As there may be as few as a couple of Hispano Suizas left in Australia – Shannons sold a 1913 model last year – David decided any French vintage car would do. However, even when he enlisted an Amilcar owner to help his search he was having little luck and running out of time.

In desperation he asked the Bentley club but they were no help.

Fortunately the Jaguar club came to his rescue and provided a gleaming XK140 for the event. It wasn't French, but it was received with delight. Anyway, the visitors were really there for the sumptuous Marian Boyce-designed cossies.

Dad taught Ian a few tricks



Art deco champ: Ray Vorhauer's showcase ute was the first roadworthy 202 in Victoria for 20 years. Alas, its cab was too cramped for him to drive it far.

60 years ago

1954 A band of enthusiastic Peugeot 203 owners form the first Peugeot Car Club of NSW and begin plotting beach speed trials and rally events.

40 years ago

1974 Aussie film Alvin Purple will long be remembered for its car chase – a Peugeot 504 outhandling the other cars.

Victorians dominate motor sport events in the first gathering with NSW members at Albury. Some 22 clubbers took part and Paul Watson presented the prizes.

35 years ago

1979 Everyone has a thrash around the block in Don Anderson's Peugeot 504 at the meeting. It's got the first set of special club extractors shoehorned into its engine bay and Paul Brownlow reckons the \$106 spend adds another 15 hosses (11.1 kW in today's money).

Bill Tuckey zips to Darwin and back in a Pug 504, moans in Wheels that its dash and engine are dated, but declares: "If you have to drive 'round Australia, starting tomorrow, you'd be crazy if you didn't do it in a Peugeot."



Two-oh legs: During an outing with the state's original Peugeot car club Hilma Bridge poses for a photograph on hubbie Keith's hot Peugeot 203 that he raced at weekends and drove to work in during the week.

And the bent grille goes to ... Paul Cummins, for writing off a Peugeot 203 through understeering the Rothmans Corner of Amaroo Park.

30 years ago

1984 Don Anderson recalls that the excitement before the Redex Trial must have been akin to that for the opening of the Harbour Bridge. There were so many people at Driver Avenue that it was hard to see the cars. He admits not being conscious of the Peugeot 203 back then, but was as envious as anything when a neighbour bought a new one afterwards, particularly as he was driving a 1928 9 hp Humber. He loved the Pug's looks and respected its sturdiness.



Sad Pug: Ray Vohauer's acquisition of a rare but sad 1947 202 ute was no laughing matter for his wife. So he kept mum on the resto cost.

25 years ago

1989 A member is mortified at discovering a Volvo parked on Peugeot Drive, Ingleburn, the neighbourhood where you find marques named on street signs.

20 years ago

1994 After breakfast in a park, members drool over a new Peugeot 605 at a Pymble Auto Service open day. About 20 members quiz service staff about maintenance and parts, and cars are inspected on the hoist.

New member Graham Smith won the Peugeot Easter Pageant motorkhana outright in his Peugeot 205 GTi while David Haworth came second in his Mi16.

15 years ago

1999 Graham Wallis reports a good initial response – up to 20 Peugeot owners – ready to join him in July 2003 on a re-run of the first Redex Trial that put the marque in the face of the Australian public.

First test drive of a Pug 206 GTi rates it a little gem; it cooks nicely, but less raw and obviously more '90s than its predecessor. Meanwhile, a 20th anniversary round-up on the Peugeot 505 quotes Wheels saying it is what five-seater family sedans should be but seldom are when they don't carry the Lion badge.

British driver Patrick Watts makes a spectacular debut in the Australian Super Touring Championships in a Starion team Peugeot 406 Super Tourer with an all-the-way win at Lakeside.

"Are there Peugeot earplugs?" inquired Adrian Wullemin after experiencing the busier thrum of his Peugeot 205 GTi with its Peugeot 405 Mi16 engine.



Peugeot special: The Michelin brothers built their own car, based on a Peugeot chassis and with a Daimler boat engine, to road test its new pneumatic tyres in the pioneering race from Paris to Bordeaux and back in 1895. Their Éclair was among the few to finish.

Chris Deligny discovers that a bright red Mi16 sure turns heads, including those of the local constabulary.

Ten years ago

2004 Dennis Barber borrowed a Peugeot 604 for a touring holiday in Tasmania and liked it so much that he bought it and drove it home to add to his huge Peugeot collection at Toowoomba.

It's a change for noted Hunter Valley Peugeot farmer Jon Molvig to part with one. He is selling a 1968 404 that's had quite a bit of work done on it for \$4,200.

Five years ago

2009 Ian Monk confessed he learned to drive like crazy from his dad, whose favourite trick was to overtake a car while it was overtaking another car on the old Hume Highway.

Stanthorpe became the centre of the Peugeot club universe at Easter and 90 members with 50 Pugs defied recession, super meltdowns, local floods, bushfires, marital upsets and everything else to have a great time.

Brian Jubb bagged another concours in Queensland with his Peugeot 403 wagon but almost had to push it to the park for judging because of an engine disaster.

Arranging a tour of Bourke and Beyond, Don Pearson promises to have the town's Crossley twin cylinder, oil-fired stationary engine fired up. It once generated electricity for Sydney at the Power House.



Brian Jubb: Won concours but had to hitch a ride back to Sydney.



A rare Peugeot 201 is up for sale on French site Leboncoin
http://www.leboncoin.fr/voitures/560917076.htm?ca=8_s

It's listed as a Peugeot 201 C Coupe Spider of 1932.

Translated from the site's French language:

"This pretty rare Peugeot 1932 201 C Coupe with an imitation black half compartment Spider roof in beige caramel colour, black wings, mottled beige cloth interior, all in remarkable condition was restored with great care some ten years ago.

"The fully closed alloy wheels are a very beautiful effect, and the car is presented in excellent condition (12 volts) for €12,800."

Kilometres are listed at 999,999km.



Hank's Outback Trips 2014

Trois Pistes de L'Outback. Monday 12 May – Sun 25 May

Simpson Desert Crossing. Sunday 16 Aug – Sun 30 Aug. This is for club members who have a well set up 4WD.

Lowest to Highest – Lake Eyre to Mt. Kosciusko. Tuesday 14 Oct – Mon 27 Oct.

If you require further information and would like to be put on the email list for further updates please email Hank at:
verwoert1@bigpond.com

For sale

203, 1949. It is in good running order and registered in NSW. Has been restored and looks in showroom condition. The motor is original and runs well I have spent a lot of money on restoring this vehicle. \$16,500ono. John Storey, South Tweed Heads 2486, 0403 059 879

403 x 2 project cars, been in dry container for 13 yrs. Redex car did 2 trips around Australia. It has a few mods like wide wheels, also still have the original wheels. Long range fuel tank built into boot. Engine has been re-bored, crank machined, new pistons & bearings. Also have additional doors and parts off another car. Master cylinder rebuilt, wheel-cylinders rebuilt, lots of bits and pieces. This is a real project - sad to abandon, but... Make an offer as I have to clear the property. Situated 30min north of Newcastle. Have car float and could help with transport. David 0425 265 503

504 auto, 1974. Currently registered, excellent condition, has been fitted with a Ti engine and diff, beautiful car, new tyres, white, kept under cover. Lots of money spent, no rust, nothing to do on it and runs perfectly, engine completely rebuilt in March, personalized plates PTI504. Lower Beechmont, near Gold Coast, QLD. \$3000 ono. Phone Michel after 4pm. 07 5533 1176

504 Ti, 1974. It is a rather special car. Rego, original Queensland PUG - 504, Assembled by Renault

Australia. No major accidents and garaged all its life. 90% original paint. Must sell before end of March to meet commitments - will bring to Brisbane for inspection if required. Roadworthy current to end of March. Contact Bruce Reville 0404 923 882 or Carol Partridge for her personal opinion.

505 SLi wagon. 1986 Series II. White with blue. Very good order, garaged over last 14 years, no rust. Unregistered. Owned since 2000. Unknown problem with fuel injection, runs but won't rev past 2000rpm. Otherwise excellent engine and transmission (3-speed auto). Photos available. \$600. Can deliver to Sydney, Central Coast, or Wagga. Neil Simpson 02 4368 1870, 0412 979 737, simmo404@yahoo.com

505 GTi 3sp auto sedan, 1985. Series II. Red with grey. Good paint, couple bumps, no rust. Perfect interior, 110,000km. Always garaged, owned since 1998. Needs head gasket. Photos available. Unregistered. \$1,500. Can deliver to Sydney, Central Coast, or Wagga. Neil Simpson 02 4368 1870, 0412 979 737, simmo404@yahoo.com

505 GTi, 5sp man sedan. 1985 Series I. White with blue. Very good interior, paint not so good, couple of bumps. Gearbox has a noisy bearing. Starts easily. Unregistered. Owned since 1991. \$500. Photos available. Can deliver to Sydney, Central Coast, or Wagga. Neil Simpson 02 4368 1870, 0412 979 737, simmo404@yahoo.com

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 20 MAY, 2014. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

Parts

403 panels. All removable panels (doors, boot lid, bonnet, front mudguards), plus cut-off side panel sections from around the rear tail lights to over the rear wheel arches. All in good straight condition from a country car, slight surface rust only on inside of panels. Have photos. Priced individually, or \$400 the lot. Can deliver to Sydney, Central Coast, or Wagga. Neil Simpson 02 4368 1870, 0412 979 737, simmo404@yahoo.com

604 Workshop manuals, good condition in original folders. \$30.00 ono. Steve 4990 1595 or 4938 0050

Microfiche reader & film. Film includes Peugeot models, 205, 405, 306, 406, 504, 604, 505 & 605. \$50.00 ono. Steve 4990 1595 or 4938 0050.

405 SRDT 1995, fuel pump and four injectors. Both items have been tested by Diesel Care Tamworth. They were salvaged when head problems required motor to be replaced. Location Armidale. Also pair of sheep skin covers made for a 404, in exc condition. Offers to William at hugheswj@bigpond.net.au

net.au, or phone 6772 4131 or 0438 604 115

404 front disc brake struts complete with disc calipers. Struts need overhaul. \$45 each or \$80 for the pair.

504 workshop manual \$15; 505 as new workshop manual \$30; 505 reconditioned radiator in as new conditioned for 2.2L motor. \$140; 206 factory workshop manuals. Four A4 binders in very good condition. Covers body, electrics and all mechanicals. \$135; 306 N5 (2000) LH head lamp assembly. Very good condition. No scratches or cracks. \$35. Steve, 0409 504 604

504/505 mag wheels; 2 x sets: 14x6 & 15x6, \$150ono/set. Ken, Young, 0428 410 379

Free

504 diesel, 1979, Mechanically good but rusty, 0466 996 195

504 mechanical parts, various starter motors, alternators, gearboxes, diffs, etc. Peter Melhuish, Epping, 9869 1198

504 diesel 4sp gearbox in working condition. Steve, 0409 504 604

Wanted

306 GTi6. Series 3, Contact Anne Moore 9489 8685

Has your Pug got a hot seat?

A SAFETY ISSUE RECALL has been issued for the driver's seat wiring harness of January 2012 to May 2013-build Peugeot 3008s and 5008s.

The 36 affected vehicles may exhibit friction wear

on the harness, potentially causing an electrical malfunction or localised overheating, according to the Australian Competition and Consumer Commission.

Peugeot Automobiles Australia has written to affected owners to return their cars to dealers and have their vehicle harness inspected and if necessary repaired.

Last November 288 508 diesels were recalled for

inspection of the connection between the fuel return pipes and the injectors in case they had been damaged during assembly in the factory and could cause small leaks near hot areas of the engine.

Peugeot had just the one recall last year compared with seven issued for BMW, four for Mercedes, nine for Volkswagen and seven for Toyota.

Peugeot's man in the hot seat, after sales chief Mark Fowler, is probably glad only a small number of relatively new Pugs are involved as every owner has to be traced and it is a more difficult task when older cars are affected and subsequent owners are involved.

At the extreme end of the scale, Toyota issued five separate recalls this April for 5.39 million vehicles worldwide, including nearly 300,000 in Australia. The glitches range from faulty airbags and seat rails to defective windshield wipers.

In the US, automakers are under intense scrutiny after General Motors recalled 2.6 million small cars for faulty ignition switches, a defect linked to 13 fatalities.

It became a scandal when internal documents showed some GM engineers knew of a defect at least 10 years ago and the company did nothing. GM, Congress and regulators are probing why the recall took so long.

Meanwhile, Toyota has copped a US\$1.2 billion penalty for covering up unintended acceleration problems in its vehicles that eventually led to the recall of 9 million vehicles with sticky accelerator pedals or loose floor mats.



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NEW SOUTH WALES					
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	Service Unit	Ann Street	ARNCLIFFE	NSW 2205	02 9335 9220
	Service Unit	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Riverina European	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Muir European	Sales Showroom, Service & Parts	205 Parramatta Road	HABERFIELD	NSW 2045	02 9798 8888
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
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 Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
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Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	436 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2844
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhantly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
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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 Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
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
West-Star Motors	Sales Showroom	James & Hume Street	TOOWOOMBA	QLD 4350	07 4639 0111
	Service & Parts	Thompson Lane	TOOWOOMBA	QLD 4350	07 4639 0111
Motoco Group	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
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central (contract ending)	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422

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Grip Control®

Overseas model shown.



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*Capped Price Servicing is for 5 years or 75,000km whichever comes first. The capped prices may vary between dealers. This advertisement concerns Outdoor model only, see your Peugeot dealer or peugeot.com.au for more information about other models in the 2008 series (Active and Allure).

PEU5356

ALL-NEW PEUGEOT 2008 SUV

MOTION & EMOTION



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