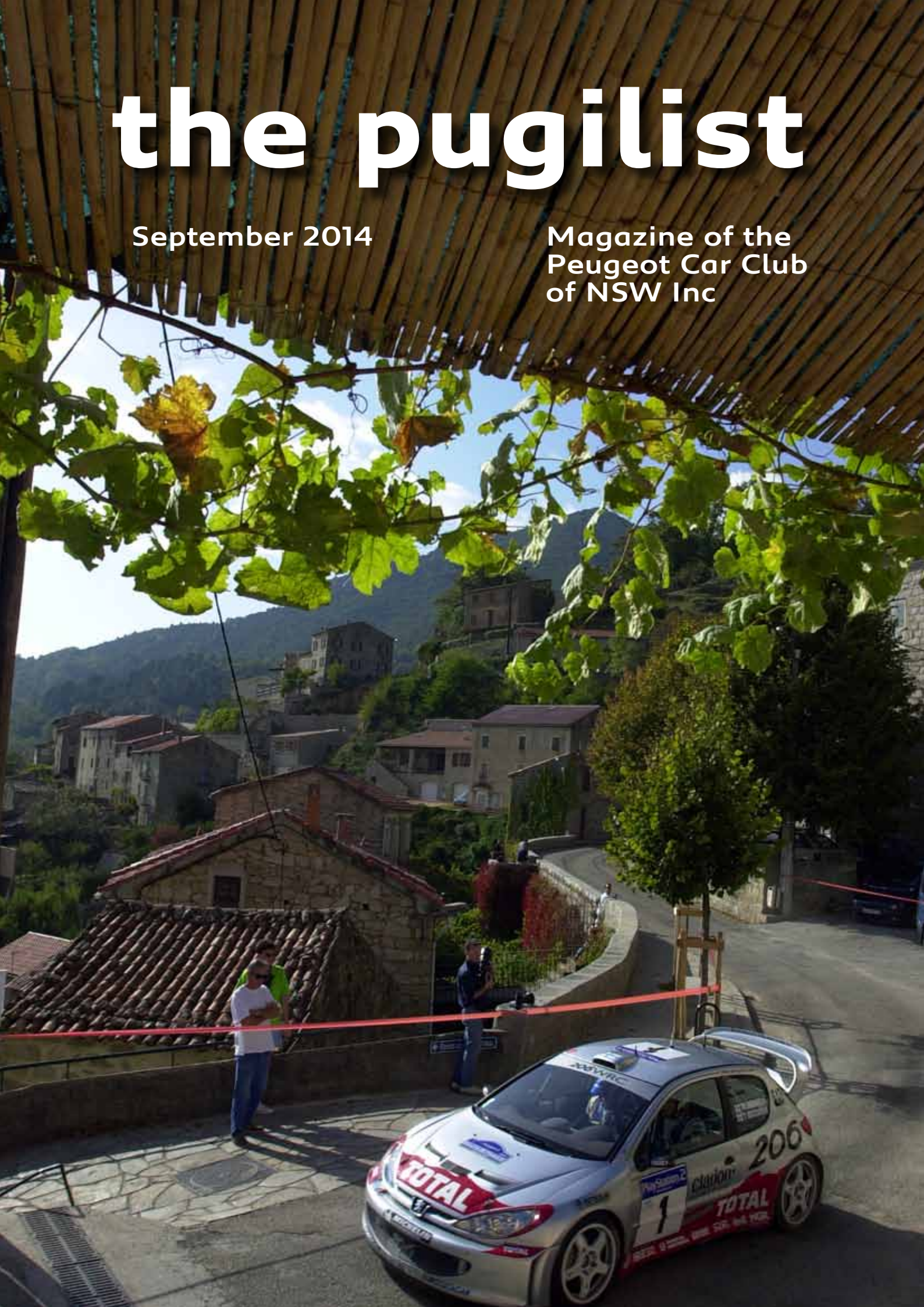


the pugilist

September 2014

Magazine of the
Peugeot Car Club
of NSW Inc



A Peugeot V6 adventure on the farm



It was a bleak day in the far south of New Zealand's South Island and with snow threatening, the Peugeot wrecking team didn't want to waste any time. A tractor with the hay bale forks was enlisted to lift the Peugeot 604's rusted body from its underpinnings to give easier access to the prized mechanicals. Nearly all the treasures that were worth salvaging was loaded into a borrowed Peugeot 404 ute for the trip back to Christchurch. — Photo: Greg Winkley.

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PEUGEOT

Pugs turn a profit



PSA PEUGEOT CITROËN reported a surprise surge in first-half cash flow and the first auto-division profit in three years, sending the French carmaker's shares soaring as its turnaround plan began to show results.

Operating cash flow jumped to €1.67 billion in January-June from €203 million a year earlier, as new Chief Executive Carlos Tavares slashed vehicle inventories and began stamping out supply-chain inefficiencies.

Peugeot shares rose as much as 8.5 percent after the company narrowed its net loss to €114 million from €471 million and said the core manufacturing business was back in the black.

"PSA certainly surprised us this morning,"

The cover

Marcus Grönholm and Timo Rautiainen shaking down at the 2001 Tour de Course in a Peugeot 206 WRC Evo2

Photo: Peugeot Sport

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London-based ISI Group analyst Erich Hauser said. "It looks like PSA is actually performing well ahead of plan."

Peugeot sold stakes to China's Dongfeng and the French state earlier this year as part of a €3 billion share issue, after racking up losses of €7.3 billion in two years.

Tavares pledged soon afterwards to trim the model line-up by almost half, cut capacity, raise pricing and pare wage and component costs to lift the automotive operating margin to 2 percent in 2018 and 5 percent by 2023.

On Wednesday, the former Renault second-in-command gave an account of his efforts to press for leaner manufacturing — which frees up cash by reducing stocks of parts and vehicles.

"You look at those lines (of inventory) and ask people how you manage production," Tavares told analysts in Paris.

"After the first step, where people tell you that you're already optimised, bla bla bla, in fact there are many ideas," he said. "What we've seen is a very joyful implementation of new ideas that delivered great results."

By 2016, Peugeot aims to cut €1 billion from stocks of parts, materials and finished vehicles through improved supply-chain management. The number of vehicles in inventory fell to 406,200 by June 30, down 7 percent on the previous year.

Despite stiff emerging-market currency headwinds, the auto division returned to a €7 million operating profit — its first since 2011 — from a 538 million loss.

Overall operating income swung to a €477 million profit, for a 1.7 percent group operating margin, from a year-earlier loss of 100 million.

Sales financing arm Banque PSA Finance reported a 7 percent operating income decline to €172 million, while parts maker Faurecia, majority owned by Peugeot, raised its contribution to €311 million from 55 million.

Some €550 million of the cash-flow gain, which excludes restructuring, stemmed from

working capital reductions that will reverse in the second half, Peugeot cautioned.

But the company also reported pricing progress as it seeks to narrow Peugeot's gap with Volkswagen and deliver similar improvements for the Citroën and upscale DS brands.

New models including a DS sport utility vehicle and Citroën C4 Cactus will offer further help, it said.

While the group's overall European market share was broadly stable at 12.1 percent, Peugeot said it had increased its slice of the lucrative consumer market by a percentage point and cut down on loss-making sales to car rental companies.

"The mix stands out, thanks to PSA's focus on profitable channels," said Exane BNP Paribas analyst Stuart Pearson. "With a cleaned up balance sheet and lowered capacity, PSA has not had to chase volume with low pricing as in the past."

Peugeot reiterated its medium-term recovery goals but refrained from giving guidance for full-year 2014, warning that serious risks remain in its path.

Group revenue fell 0.4 percent to €27.62 billion in the first half as emerging-market currencies continued their slide against the euro, putting a 251 million dent in earnings.

High overseas plant costs and weak supplier networks have left Peugeot particularly exposed to the currency swings.

First-half sales volumes slumped 27 percent in Latin America and 26 percent in Russia, far outpacing each market's decline.

In Europe, Peugeot said, the recovery in vehicle demand remains fragile and is especially weak in France, the group's second-biggest market after China. European car registrations increased in June for a tenth straight month but were boosted by heavier discounting.

"We remain very cautious about surfing on this European growth," CEO Tavares said. "We need to stay lucid and recognize that we are only at the beginning of our turnaround."

— from Reuters

Club in dire straights

Ross Berghofer

THE AUGUST 2014 annual general meeting saw support for the outgoing make-up of the committee.

While Geoff McHardy retired from the committee (he will continue to be the club's membership database manager), Paul Playoust offered to be elected as a committee member.

However, there are major gaps. A treasurer was not elected, nor was a secretary nor a social secretary.

The role of the treasurer is imperative to the

successful operation of our club. A volunteer is required urgently to take on this role. Please contact me or a committee member if you can assist.

We understand that there are many talented people in the club who live a long

way from Sydney and therefore may feel they are restricted from offering support. However, the committee is prepared to support and make adjustments to enable a successful position.

Please consider what you can do to support our club. A club can't survive with so many important positions vacant, and there is a limit to how much extra work existing committee members can do to assist with the running of our club.

The secretary position is not as onerous as in previous years as we now have a volunteer to assist with the membership database, so the secretary is really a minute secretary and assist

with the occasional letter or two in and out. The committee will assist anyone who is prepared to put their hand up to help out. Please contact a committee member if you would like to find out more about one of these positions or volunteer to try one of the positions.

The committee meets monthly on the Wednesday following club meetings, but your attendance is negotiable if necessary.

Our club can only survive with sufficient volunteers running it, and we currently do not have sufficient volunteers.

The annual general meeting did not consider the audited financial reports because there is some tidying up to do before they can be presented to members. So the AGM stands adjourned.

The Cameron Corner trip was close to being cancelled when Neville Summerill became ill and could not attend. However, Con Engel and Ross Berghofer ventured out west and are potting around in their Pugs. We encountered torrential rain and unsealed roads were closed, so we

headed south from Broken Hill to Wentworth where the Murray and Darling rivers converge. We then turned eastwards towards home.

Neville has offered to reschedule another trip; and we offer him the club's best wishes for a full recovery. We will keep you posted on the re-scheduling of this journey.

The committee is looking at changing our auditor from being a chartered accountant to an internal audit sub-committee where one member should be a club member accountant or similar, along with the club treasurer and another committee member. Is there an accountant out there who is prepared to assist the club in this regard? We are only seeking expressions of interest at this stage. Please let me know.

H platers – always have your club magazine with you on club outings to prove to anyone in authority that you are using your car on a club event.



Your newly re-elected club president sticking his finger in the confluence of the Darling and Murray rivers at Wentworth. The water is cold.

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Do we have your details correct?

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.

Battle of Waterloo

28 September

As promised, the Battle of Waterloo has been rescheduled for a third time — let's hope this time the weather is on our side..

This year's venue is slightly different to the previous few years, and is situated in Kings Park — close to the Carillion — on the shores of Lake Burley Griffen.

Access will be sign posted and can only be obtained from the north bound lane of Kings Avenue. This means people travelling from Sydney will need to head across the lake towards the Parliament before turning left past the National Gallery and onto Kings Avenue and across the lake once again.

Drip trays are required for all cars on display.

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.



OASIS

Tue, 2 September

Reg Short

THE NEXT OASIS run will be to the sake factory at Emu Plains.

Meet at McDonald's Southside Eastern Creek for morning tea at 9.15, departing at 9.45 for a drive to Sun Musamune Sake Brewery at 9 Cassolla Place, Penrith.

There will be a tour of the facility at 10.30 followed by a video presentation on the history of sake manufacturing.

There will also be a tasting at the gift shop where you can purchase sake and associated products such as a rice soap.

The cost for the tour is \$2.00 each. We were there about two years ago and it is very interesting as they are also exporting sake to Japan.

Join the group for lunch at O'Donaghues Irish Pub in Emu Plains at 12.30. The food there is excellent and is reasonably priced.

September club meeting

Simon Craig

THE SEPTEMBER Club Meeting will have a guest speaker from Glaucoma Australia to inform us of this condition that affects many people without their knowledge.

Meegan McLeod will speak on the condition and it should prove to be an interesting talk.

What is Glaucoma, I hear you ask?

Glaucoma is the name given to a group of eye diseases in which the optic nerve at the back of the eye is slowly destroyed.

In most people this damage is due to an increased pressure inside the eye — a result of blockage of the circulation of aqueous, or its drainage.

In other patients the damage may be caused by poor blood supply to the vital optic nerve fibres, a weakness in the structure of the nerve, and/or a problem in the health of the nerve fibres themselves.

Over 300,000 Australians have glaucoma. While it is more common as people age, it can occur at any age.

As our population becomes older, the proportion of glaucoma patients is increasing.

Chronic glaucoma is the most common type of condition. It has no symptoms until eye sight is lost at a later stage.

Damage progresses very slowly and destroys vision gradually, starting with the side vision. One eye covers for the other, and the person remains unaware of any problem until a majority of nerve fibres have been damaged, and a large part of vision has been destroyed.

This damage is irreversible. It is progressive and usually relentless.

Treatment cannot recover what has been lost. But it can arrest, or at least, slow down the damage process. That is why it is so important to detect the problem as early as possible, to be able to start treatment with as little damage to the vision as possible.

Please come along and invite your friends to the meeting.

3 Sept

Tyre kickers welcome



Inaugural tyre-kickers day on 16 March.

Robert Rigg

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

We meet on the third Sunday of the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

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

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, 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 rains,

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

21 September

Club diary

Tue, 2 September

OASIS Run. Sun Musamune Sake Brewery

Wed, 3 September

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

6-7 September

Port Festival, Car Display in Port Macquarie.

Wed, 10 September

Committee Meeting, Ryde Eastwood L Club, 8pm.

12-14 September

Oh 3 Weekend, Orange, NSW.

19-21 September

Worm Weekend, Benalla **Victoria**.

20-21 September

Clarendon Classic Machinery Rally.

Sun, 21 September

Tyre kicker's day. Newington Reserve, Silverwater

Sun, 28 September

Battle of Waterloo, Kings Park, ACT.

Wed, 1 October

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

4-5 October

Australian Motorkhana Championship, Nirimba

Tue, 7 October

OASIS Run, tba

Wed, 8 October

Committee Meeting, Ryde Eastwood L Club, 8pm.

Wed, 15 October

New 308 Preview, Peugeot Australia, 6:30pm.

More stuff to do...

Oh 3 Weekend '14

City of Orange 12-14th September

This is a weekend of exploratory relaxation in one of the prettiest of NSW towns.

Arrive Friday afternoon (3½ hours from Eastwood).

On Saturday we explore Orange and its unique historic homes with morning tea at beautiful Cook Park where you can explore, relax and chat.

We take a short scenic drive to Lake Canobolas for picnic, lunch, walk and relaxation (There is also a Kiosk/Café beside the lake).

On Sunday we visit the historic town of Millthorpe for lunch and head back home with Panorama Raceway an optional extra.

\$230 for 2 nights for 2 people with 2 continental breakfasts.

Dinners have been booked at Motel Restaurant (Friday) and RSL (Saturday)

No gravel or dirt roads

No night driving

Toilets at all stops

Bring thermos and esky.

Bring or buy sausages etc for BBQ

lunch on the lake (Butcher, fruit, vegs, coffee shop 3 minute walk from Motel).

Motel - Mid City Motor Lodge

245 Lords Place, Orange

P: 02 6362 1600

E: reservations@midcitymotorlodge.com.au

Organiser / Jim Kearns

Please contact for further details including a mailed package of brochures for you to pre-trip read and to be inspired.

P: 0400 494 561 or 9874 2100 (weekdays)

E: jkearns@bigpond.net.au



Burwood Festival Classic Car Show & Shine

The organisers have invited our club to their event on Sunday 21 September, from 10:am to 5pm.

Each year, as part of the Burwood Festival, Burwood Council hosts its Classic Car Show

and Shine.

The event is held on Burwood Oval with a \$10 entry fee.

Contact Ross Berghofer on 0409 504 551 if you would like to know more about this show.



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The Clarendon Classic Machinery Rally

20-21 Sept

The Sydney Antique Machinery Club Inc invites members to the Clarendon Classic Rally on 20 and 21 September, at the Hawkesbury Showground, Racecourse Road, Clarendon. The event will feature many antique machinery exhibits including stationery engines, antique tractors, trucks, tractor pulls, and vintage and classic cars. For more information about the rally contact Steven Muscat on 0418 453 203.



Interlude Tours

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Milton Grant

THIS YEAR'S Worm Weekend is across the border at Benalla, in northeast Victoria, 665 km from Sydney, on 19-21 September.

Accommodation has been reserved at Glider City Motel Ph 03 5762 3399 and Benalla Leisure Park 03 5762 3434, email stay@benallaleisurepark.com.au which has cabins, powered sites etc. When booking at either place please state you are from the

Peugeot Car Club.

For those arriving on Friday there will be the usual 504s and then a choice of restaurants, hotels etc. for dinner.

Saturday morning there will be plenty of time to have a look at the local shops, the Botanic and Rose Gardens before a short drive to Violet Town to meet any folk coming from Melbourne. Petrol is available, but no gas, at Violet Town and of course a coffee shop and toilets. We head from Violet Town about 11.30 to a rural hotel for lunch.

Later it's into Kelly country and some great

Peugeot roads. 504s and dinner round out the day.

Sunday will see the photo shoot (this year with a bit of a difference) before heading into the Strathbogies for lunch. Then for a pleasant drive to an afternoon spot 1 1/2 hours from Melbourne.

The club's event cost is \$90 a person and includes Saturday lunch, 5.04 drinks and dinner, Sunday lunch. Pay by EFT to PCCV Westpac bank account, BSB 033 070 A/c 730763 and refer to "Your name and worm

weekend" Or cheque to PCC of Victoria Inc, PO Box 403, Nunawading Vic 3131. Notify Milton Grant, Tatura, 03 5824 2324 or 0419 406 056, that you wish to attend.

Worm gathering at Benalla 19-21 Sept

French Observations

Nerelle Branson

THE CITROËN Car Club of NSW has invited us to join them on their tour of the Sydney Observatory on Friday 19th September.

The Sydney Observatory is located at 1003 Upper Fort Street, Millers Point.

View the stars and planets through our telescopes (weather permitting), as well as learn about the universe, experience our 3D space theatre and view the historic astronomical and meteorological objects on display. There is also plenty of opportunity to ask questions of the experienced



19 Sept

and friendly astronomy educator who will guide the session.

Evening sessions of about one and a half hours are held regardless of weather. If viewing through the telescopes is not possible due to sky conditions, a fun planetarium session is provided instead.

We will meet at the Observatory at: 8pm for an 8:15pm start. The cost is \$16/adult

RSVP & payments: by Sunday 7th September 2014 to either myself at secretary@citroencarclub.org.au or 0428 663 313 or our Treasurer (Gus Robinson) at treasurer@citroencarclub.org.au.

Payments can be made direct deposit into the Citroën Car Club account;

Bank Account Name:

CITROËN CAR CLUB OF NSW INC

(Correct and specific use of Capitals and NO full stops for abbreviations used.)

BSB: 062 562

Account Number: 10156846

French Car Festival

Simon Craig

The Peugeot Car Club of Victoria's version of our All French Car Day is on 28 September in Melbourne.

The address is Macleay Park, Buchanan Ave, Balwyn.

Last year's event was a pretty flash affair on the docks at Williamstown, with lots of rare and exotic pugs that we don't tend to see up here. It was so flash it even received a visit from Fletch of Classic Car Restos fame.

You can watch the video here:

<http://goo.gl/jdqQi6>

Next Peugeot Pageant in Yass

Brad Pillans

THE PEUGEOT Association of Canberra has pleasure in inviting all other clubs to join them in Yass, for the 2015 pageant, which will be held from Friday 10th to Monday 13th April 2015 (the weekend AFTER Easter). The historic town of Yass, some 50 km north of Canberra, just off the Hume Highway, offers a range of accommodation options and potentially interesting activities for participants.

Not at Easter

The pageant will broadly follow the successful format of previous pageants including concours (Sat morning), driving skills/motorkhana (Sat afternoon), observation run (Sun), presentation dinner (Sun night) and farewell breakfast (Mon). Further information will be made available as soon as possible.

Despite the preliminary announcement at the last pageant, that the 2015 pageant would be held in Tasmania, this was not to be. However, we are still in discussion with the Tasmanian club and are hoping to hold a pageant there in the next year or so.

Email: brad.pillans@anu.edu.au

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 Yass and run by the Peugeot Association of Canberra

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 (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

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

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03 5966 2373.

• Ad deadline is Tue, 16 September.

Other copy before then if possible.

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

Send text and pictures as separate files.

Pix as .jpg files.

• Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 25 September. Historic registered vehicles welcome.

Who are ya gonna call?

President

Ross Berghofer 0409 504 551
ross.berghofer@gmail.com

Vice-president

Graeme Cosier 9456 1697
berowra61@froggy.com.au

Membership secretary

Geoff McHardy 4576 3506
geoff@nisch.org

Treasurer

Volunteer required

Editor and webmaster

Simon Craig 0414 968 267
simonc@pobox.com

Committee

Peter Wilson 9331 4159
peterwi@zip.com.au

Anne Cosier 9456 1697
berowra61@froggy.com.au

Paul Pracy 9807 6427

Paul Playoust 0418 402 923
leme@bigpond.com

Steve Palocz 0409 504 604
emailstevev6@yahoo.com.au

Auditor Rick Watkins.

Historic vehicle registrar

Ian Robinson 0458 207 064
Steve Palocz 0409 504 604

nswhistoricplates@peugeotclub.asn.au

Social director

Volunteer required

Sporting director

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

Assistants

- Merchandise awaiting a volunteer
- Video library, Steve Palocz
- General inquiries Anne Cosier, 9456 1697

• Library books, Don Bailey
0418 257 529

donbailey@optusnet.com.au

Badges, Jon Marsh 9627 3828
jonmarsh49@gmail.com

Registrars

Members' inquiries only, please
203 Rob Oakman 9623 2526
206 Simon Craig 9630 9668
306, 405 Philip Challinor
9456 2989

403 Cal Makin 6373 3535
calgooley@gmail.com
404, 504, 604 Steve Palocz
0409 504 604

406 Greg Lock Lee 9150 9984
504 diesel, Henry Hendriksen
6355 1805

505 Keith Plummer 6363 1619
605 Robert Rigg 9683 5445

Regional contacts:

Northern Rivers: Harry Witham
6628 0679 ah

jenniferwitham@hotmail.com

New England/NW: Jim & Pat Brear
0429 428 700

jbear@coamas.com.au

Central west: Roger Petheram
6884 7852

rp6239@gmail.com

Southern Highlands: Peter Reeves
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We think we give pretty good discounts on service and parts

The pride of Willoughby



Sponsorship move: The Peugeot name has taken to the Rugby League field to present it to a wider audience as part of its local rebranding drive.



Three-year haul back to top

Peter Wilson

PEUGEOT IS ON a growth path again, the managing director of distributor Sime Darby Australia, John Startari, told NSW club members in August.

It was hoped its position as Australia's top-selling French marque would be restored in three years, he also said when addressing the club meeting during the Allen Taylor presentation.

The "rebranding" of Peugeot had begun early this year, Mr Startari said, referring to the "Back in the Race" recovery programme that the new chief executive of the Peugeot group, Carlos Tavares, had implemented in April to stem further losses.

This involved the gradual rationalisation of the PSA Peugeot Citroën vehicle catalogue of 45 models to cull unprofitable ones and concentrate on the 26 models representing the most profitable investment.

Mr Startari acknowledged that Peugeot was no longer the top selling French brand in this country – Renault began overtaking Peugeot in sales in March 2013 – but said it was hoped this position would be regained in three years.

Mr Startari has previously acknowledged that attractive new models are the key to improving sales and the introduction of the 2008 crossover, 208 GTi hot hatch and the RCZ R hero coupé with the new styling are helping the recovery.

He expressed confidence in the local appeal and suitability of the new 308, the European Car of the Year, and he invited members of any

club to an exclusive preview of the new model at Homebush on October 15.

"The 308 has done four million kilometres of testing in development," he said. "It would have run well in the 2014 Ampol Trial if it was being held today."

Peugeot is planning a big launch for the new 308 with a 40 per cent increase in the advertising budget, he said.

Mr Startari referred to the potential opportunity of sales to Peugeot's existing customers, quoting the latest Australian car census that counted a total of 89,033 Peugeots on the road on 31 January.

"That is double of any other French brand," he said.

He was being modest. The Peugeot auto footprint is almost triple that of Renault's 33,470 vehicles and short of being quadruple that of Citroën's 23,430 vehicles.

Mr Startari expressed the hope that Peugeot Australia could be associated with events similar to the presentation to Allen Taylor and acknowledged that car club members were the "guardians of prestigious and historic brands".

It was his first appearance at a car club event since he added Peugeot to his responsibilities last October, eight months after taking over Citroën after its acquisition from Ateco.

Mr Startari has even more on his plate because Sime Darby wants to increase its retail presence in Australia beyond its Porsche dealership at Parramatta.

The first success is pulling off an \$81 million deal for 70 per cent of Brisbane BMW

Group, including the buyout of silent partner Lindsay Fox. The group dealerships consist of two BMW, a Mini and a Lamborghini.

Sime Darby Motors is one of the largest BMW dealer groups in the world – it handles 40,000 cars a year through its operations in China, Thailand, Singapore and Malaysia – and Kuala Lumpur headquarters is delighted at gaining its foothold in the luxury trade down under.

Meanwhile, the distributor is working on recovering lost ground and rebuilding perception of its two brands.

Part of the recent Peugeot brand building has been the switching of sponsorship of sport from polo and yachting to the wider audiences for Rugby League, with the Peugeot name on Roosters team jerseys this season, and tennis.

The July official new registration figures from VFACTS indicate it is a long haul for Peugeot to be top frog again.

Peugeot's 315 units were a small improvement on the 280 the previous July. Its year-to-July result is 2,629 registrations.

But Renault, after a record June, had a bumper 834 vehicles on new plates in July, a handsome increase on its 607 the previous July. The diamond brand's year-to-date is 5,214 registrations and it has begun plans to expand the commercial sales that have, with SUVs, been its path to volume growth.

Citroën has also been showing some growth – its June figure of 150 was its best since January 2012 – with 80 registrations this July and a year-to-date of 654 units.

Fiat led the non-German European brands with 460 units.

Volvo improved a couple of sales on the previous July with 429.

As end-of-year discounting extended into July, the Federal Chamber of Automotive Industries said national sales for the month were strong at 89,867 new vehicle registrations and almost as good as the previous July, but business purchases were down 5 per cent.

The prestige brands did well, particularly BMW, but market leader Toyota was down nearly 1,000 registrations to 16,486, followed by Holden at No 2 down just over 1,000 to 8,990.

The shift from sedans with the rise and rise of SUVs continued, with the SUV market share up to 31.4 per cent of the January-June registrations. Sales of the Hyundai ix35 led the small SUV sector at 1,380, just ahead of the Mitsubishi ASX, the cousin of Peugeot's popular 4008, at 1,197.

The pointy nosed Toyota Corolla has become Australia's top-selling car for the year with 25,966 registrations, outselling the Mazda3 for a fifth month although its July total was actually down.

Both the locally made Commodore (2,469) and the Cruze (1,747) were in the top ten, but Ford's Falcon had its second-worst registrations on record (498).

15 October

Peter Wilson

Peugeot car club members are invited to an exclusive preview of the all new Peugeot 308 – the European Car of the Year – in Sydney on Wednesday, 15 October.

Peugeot Automobiles Australia will lay out the red carpet and host the event at the Sime Darby Australia headquarters in Homebush as part of its plans to continue involvement with the car clubs.

The event will begin at 6.30 pm at 350 Parramatta Road, Homebush West and there will be an hour-long presentation “showcasing the car”.

The managing director of distributor Sime Darby Australia, John Startari, who is responsible for both Peugeot and Citroën, revealed plans for the meeting when he attended a NSW club meeting to present 1956 Ampol Around Australia Trial winner Allen Taylor with a special award.

Car club members interested in attending the 308 preview should contact Peter Wilson at peterwi@zip.com.au or leave a message on 02 9331 4159.



ACT French Car Day

Simon Craig

Telopea Park School in Canberra is the venue for La Grande Fête, where the ACT's annual French Car display is held.

As well as the French cars, the event is a celebration of all things French, with numerous stalls selling French food and goods.

During the day, the children of the school will be performing in the school hall, but there is also a fun fair set up with lots of rides for the kids to enjoy.

Later on in the afternoon, the

1 November

Canberra-based “battle sports group” 100 Swords will stage a mock mediaeval battle on the soccer field, which is always a popular event with the crowds.

The display of cars kicks off from 2:30pm with judging and prizes at around 5:30pm.

The Fête itself concludes at 7:30pm.

Of course the big ticket item is the famous raffle, which has all manner of goods on offer, but the first prize is a return ticket for two to Paris.

End of year dinner

29 November

Simon Craig

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

A popular venue, Stonebar has a great outlook on the Parramatta River.

The menu caters for seafood and non-seafood lovers alike.

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.

Although prices are yet to be finalised, Anne Cosier will be collecting funds and if you would like to book a spot at this event, you'll need to pay upfront, as deposits are not being taken.

Final details should be available at the next meeting or the October Puglist.

November Club meeting at Shannons showroom

Simon Craig

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

The lots up for auction are yet to be announced on Shannons website, but if it's anything like previous years it will be an interesting mix of cars.

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 we're looking forward to seeing a good turnout.

5 November



SHARE THE PASSION



Pug has role in new political thriller

This tantalizing glimpse of an early Peugeot 504 appeared in an ABC Television trailer for a new political thriller set in both an outback desert and in Canberra.

Our guess is that the six hour-long episodes will begin this month on a Sunday night as this is a glamorous project that has been sold to the BBC and to the US.

Two brothers endanger themselves when they stumble across a covered-up accident related to a secret research project in the desert. Perhaps the Pug is theirs.

The cast includes Ashley Zuckerman and Dan Spielman as the brothers, Lucy (Xema) Lawless, Adam Garcia and David Wenham.

Ryton runs again

SPECIAL JAGUAR Land Rovers to be built on former Peugeot site
The new Jaguar Land Rover Special Vehicle Operations HQ is to be located on the site of Peugeot's former Ryton production plant in Coventry, UK which closed in 2007.

Based on Prologis Park – a new development that's risen from the old Peugeot 206 factory – Jaguar Land Rover will create 100 new highly skilled engineering and technical jobs at the site, which will employ a total team of 150.

There will also be a VIP customer-commissioning suite within the facility, which is minutes away from Coventry's private jet-friendly airport.

The new site, likely to be dubbed 'Oxford Road' because of the road next to it, will complement Jaguar Land Rover's existing engineering facilities, plus its new Jaguar Heritage workshop at Browns Lane, which is located on Jaguar's famous Coventry plant.

The first car to be built there will be the limited-to-250 Jaguar F-Type Project 7, a car that is already sold out in the UK.

The original Ryton factory was formerly HQ of the Rootes Group. PSA bought it in 1978 when Chrysler Europe collapsed and started building the 309 there in 1985, which was replaced by the 306 in 1993.

The 206 was built there too from 1998. Peugeot 206 production at the Ryton plant hit 500,000 in 2001 and hit the one million mark in February 2004, as Ryton became the sole producer of the 206 SW and the GTi180 in both left and right hand drive form with four shifts operating 24/7.

Sadly, the 206's popularity waned with the demise of the B segment cars in Europe in 2005 and Peugeot announced in 2006 that it was closing the factory, citing it as the most expensive producer of all its 206 factories.

It was demolished in late 2007, after being bought by a property developer.

— from *MotoringResearch.com*

Dan Spielman in action from the ABC's The Code trailer.



607 is just the ticket



Steve Palocz

While holidaying in Japan recently we managed a side trip to Kyoto.

A 607 caught my eye parked on the side of the road, and it appeared it had caught the eye of the local police too, as he was busy writing the driver a ticket.
607s are best driven, not parked!



Happier days: 500,000 in 2001



Model at Ryton	Number Produced	Production Started	Production Ended
206	1,000,000+	1998	2006
306	427,011	1992	1998
405	475,699	1987	1993
309	118,430	1985	1989

Fatter club kitty after good year

Peter Wilson

THE club had another successful year both socially and financially, with members having the opportunity to take part in a wide range of activities or just read about them in the magazine.

For the third successive year the audited accounts show the club improved its financial position and turned in a profit.

The surplus of \$1,433 in 2013/14 was double that of the 2012/13 year and bought the club's cash position up to \$19,684 on April 30, the end of the club's financial year.

The fall in club numbers, a trend most car clubs face, is reflected in the \$1,211 reduction in subscription income to \$14,361. In view of the club's healthy financial position there is no need for any increase in subscription fees.

Advertising income was slightly up even though two late payments missed the accounts deadline, special events paid their way and club affiliation costs were slightly down.

Raffle sales continue to be a great earner, contributing towards the costs of improved suppers, and merchandise sales turned a modest profit. The treasurer, Con Engel, thanked Anne and Graeme Cosier for their work in managing both areas and said their meticulous handling of the money and paperwork made his life so much easier.

It is hard to make comparisons in other aspects of the accounts because Con allocated costs in what seemed a more logical way this time but the auditor set them out slightly differently in the accounts.

For example, while printing the magazine cost less, the item "printing expenses" is higher than last year because it should be "Pugilist expenses" and now includes the magazine Print Post costs except for one mailout when Con was away and that shows up as "postage" along with stamp and mailbox costs. That was a communication slip.

Although the accounts were ready last month, publication was held over because of two mysteries and at the annual general meeting I opposed acceptance of the accounts pending explanations.

One hitch was the doubling of the sundry expenses for no apparent reason. Con checked his files and could not pinpoint what had happened.

The auditor explained the \$3,306 comprised the actual \$589 for 2013/14 sundries plus another \$2,717 for amounts not shown on the spreadsheet from 2012/13.

The alternative way of presenting this catch-up would be to reduce the opening bank balance by that amount, he said.

The other question was the nil for merchandise purchases after the committee had approved buying more shirts, key rings and brollies during the year. The money was certainly spent. The auditor's breakdown of sundries showed a charge in another place. One of the items was "merchandise and supper costs"; these costs had been paid together.

continued page 13

The Peugeot Car Club of NSW Inc Profit and Loss Statement For the year ended 30 April 2014

	2014	2013
INCOME		
Special Events	1,540	8,313
Subscriptions Fees	14,361	15,572
Advertising Sales	2,985	2,750
Interest received	436	602
Raffle Sales	1,534	1,621
Gross Profit from Trading	<u>339</u>	<u>26</u>
	<u>21,465</u>	<u>29,384</u>
EXPENDITURE		
Auditor's remuneration	242	220
Bank charges	2	2
C.A.M.S. Affiliation	1,020	1,045
Special Event Costs	1,401	9,745
Postage	447	3,162
Printing Expenses*	13,049	12,178
Rental Expense	540	660
Sundry Expenses	<u>3,306</u>	<u>1,690</u>
	<u>20,032</u>	<u>28,680</u>

Trading Account For the year ended 30 April 2014

	2014	2013
	\$	\$
Sales	<u>545</u>	<u>1,540</u>
Less cost of goods sold		
Opening stock	4,000	4,805
Purchases	<u>—</u>	<u>51</u>
	<u>4,000</u>	<u>5,625</u>
Closing stock	<u>3,794</u>	<u>4,805</u>
	<u>206</u>	<u>856</u>
	206	856
Gross profit from trading	<u>339</u>	<u>26</u>

Profit and Loss Statement

Net profit	<u>1,433</u>	<u>704</u>
Operating profit before taxation	1,433	704
Retained profits at start of financial year	<u>21,241</u>	<u>15,154</u>
Total available for appropriation	<u>23,378</u>	<u>21,945</u>

Balance Sheet As at 30 April 2014

	Note	2014	2013
CURRENT ASSETS			
Cash	2	19,684	17,945
Inventories	3	3,794	4,000
Total current assets		<u>23,378</u>	<u>21,945</u>
TOTAL ASSETS		<u>23,378</u>	<u>21,945</u>
NET ASSETS		<u>23,378</u>	<u>21,945</u>
CLUB MEMBERS' FUNDS			
Retained profits		<u>23,378</u>	<u>21,945</u>

Notes

1. Significant accounting policies

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

The statements are prepared on an accrual basis from the records of the club. They are based on historical cost and do not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

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

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

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

2. Cash

Cash on hand	4	4
Float - editor	250	250
Float - merchandise	68	68
Cash at bank	11,781	2,078
Bank West	<u>17,481</u>	<u>15,545</u>
	<u>19,584</u>	<u>17,945</u>

3 Inventories

Stock on hand	<u>3,794</u>	<u>4,000</u>
	<u>3,794</u>	<u>4,000</u>

Statement by committee members

The committee has determined that the club is not a reporting entity and that the special purpose financial report should be prepared in accordance to accounting policies outlined in Note 1 of the financial statements (above).

In the opinion of the committee as set out in the accompanying financial report:

1. Presents a true and fair view of the financial position of the Peugeot Car Club of NSW Inc as at 30 April 2014 and its performance for the year ended on that date.

2. At the date of the statement there are reasonable grounds to believe that the club will be able to pay its debts as and when they fall due.

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

Audit opinion

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

(a) so as to give a true state of affairs of the club as at 30 April 2014 and of the profit and loss of the club for the year ended on that date;

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

Rick Watkins
Watkins, Coffey Martin
Chartered accountants.
June 20, 2014.

from page 12

Subscription income was down \$1,200 to \$14,361 and advertising income was also down, printing costs were down on the previous year, postage was up slightly and raffles thrived – up 50 per cent – with, in return, upgraded suppers at the monthly club general meetings. Hall rental cost less for the bigger meeting room where cars under discussion can be brought inside.

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

Departing treasurer Con Engel had hoped to

end 2012/13 in the black after his careful financial management but got stuck with the Claytons loss after the year with the Claytons surplus.

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

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

Things should improve under the enthusiastic teamwork of its new caretaker management. In recent months Anne and Graeme Cosier have

ordered new stock and have ramped up the sales pitches in the hope of a brolly-led recovery for 2013/14.

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

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

Les Grandes Routieres



Peter Fawcett

Perhaps, with twenty-eight French cars to my credit over the years, I can claim the epithet 'Francophile Automobiliste'? So, true to form, I was drawn in 2012 yet again to Gallic automotive charms in the shape of a September 2001 Peugeot 607, with the 2.2 litre 16-valve petrol engine and Porsche-style 'Tiptronic' automatic gearbox. This purchase has induced me to rejoin Club Peugeot UK (CPUK) after some years' absence, the 607 representing my tenth Peugeot to date (or even eleventh, should you construe a Citroen LNA to be little more than a re-badged Peugeot 104!).

But it was Giles Myhill's excellent anecdotal piece on 604 and 605 ownership (Peugeotist, October 2012) which has urged me, likewise, to offer some reflections on ownership of their successor. First, the 607 must represent by far the best value in the current used 'prestige' car market. Second, the 607 is seldom seen on Britain's roads (during four months' ownership I have encountered only one other on the road), so rarity is an added bonus. Above all, though, the 607 offers truly refined motoring, sumptuous comfort within the French tradition, elegant styling devoid of contemporary 'bling', and an

impressive list of standard equipment. It is a weighty car, so fuel economy can never be its strong suit, especially in topographically demanding Sheffield where it resides, and with a fuel-sapping 'Tiptronic' automatic 'box to boot, but performance is excellent and delivered entirely without fuss.

Value: my 607 came at 59,000 miles with a full main dealer service history, a recent cambelt change, excellent tyres and a new catalytic converter. The metallic Mercury Grey paintwork is unmarked and the Othello Grey velour interior is similarly pristine. An added bonus was a so-called 'cherished' number plate, T3 BLA, a previous owner having been a Mr. Blake. I had thought of placing it on a retention certificate (at a cost of £105 and DVLA's assurance that the 607's original registration number would be restored) as a dealer in 'cherished' numbers valued T3 BLA at £700, which, if realised on sale, would render the 607's purchase price of £1000 even more of a bargain! However a trader friend has advised me that the registration could be a good selling point should I decide to sell, 22 so maybe I'll keep LLESS GRANDESS ROUTIERESS by Professor A Peter Fawcett it. It seems that depressed prices reflect a distinct lack of popularity when new; indeed, when I met

our Membership Secretary on the CPUK stand at November's NEC bash, Rob informed me that monthly sales in the UK for the 607 frequently failed to reach double figures! Indeed, when I bought the 607, the previous owner declared that I had been the only person to view it, in spite of frequent advertising in 'Auto-Trader'.

Rarity: in retrospect, it seems extraordinary that Peugeot opted to tool-up a right-hand-drive version of the 607, given the manifest reluctance of British motorists to invest in its predecessors, and I cannot imagine that the 607 was a great success in other ex-colonial markets such as Malaysia, South Africa and Australasia, where driving on the left is still 'de rigueur'. In this regard, it would be interesting to know how many right-hand-drive cars left the factory.

Refinement: the 607 epitomises the French 'luxo-barge', a direct descendant of the 'grande routière' of yore, but this is now a rare breed. The 607, now obsolete, must surely represent the last 'large' Peugeot, and now that the similarly luxurious Citroen C6 has ceased production, this distinctly Gallic breed of mass-produced luxury car must surely now be extinct?

But what of the other nine Peugeots alluded to in my opening paragraph? As an architect, I was always drawn to the apparently effortless

elegance achieved in Pinin Farina's designs and, as we know, most Peugeots since the 403 have received the maestro's attention. But even without Farina, the 402 was elegant and well detailed, as was the 202 with its distinctive wheel spats and close-coupled headlights concealed behind a radiator grille. However, my first Peugeot was a 1971 404 saloon in white with a factory-fitted sunroof. It has never ceased to amaze me that Farina could sell effectively the self-same design of the 404 to Lancia for their Flaminia, to Fiat for their 2300, and to Leonard Lord at BMC to grace everything from an Austin Cambridge to a Riley 4/72 via various Morris, Wolseley and MG manifestations. Similarly Farina's 605 was almost identical to his 164 offering for Alfa Romeo.

Then followed another 404 saloon (also in white), but my all time favourite was a 1975 404 estate car in Sahara Beige (an unflattering mid-brown). This was assembled in South Africa and imported to the UK during the mid 1980s in pristine rust-free condition. I took it to Belfast when employed at Queen's University, added an age-related Northern Irish registration number in the interests of personal security, and sold the

car, still in excellent condition, when I returned to England in 1990. This had been preceded by a 204 and a 304, both, sadly, succumbing to tin worm so prevalent during the period. Two V6 505s followed a brief defection to Simca, in the shape of an excellent and much-underrated 1301 saloon which appeared to offer Citroen standards of comfort without the complexities of hydro-pneumatic suspension. The first 505 was a 1987 automatic and a manual version, also of 1987 vintage but with electric sunroof, followed, both in dark grey. They gave excellent service with superb performance, comfort and surprisingly 'sporting' road manners; they are remembered with true affection.

A move upmarket in the housing stakes demanded a return to economy motoring and an automatic 305 saloon met this criterion, soon to be replaced by a 1996 106 diesel which gave stalwart if somewhat unexciting service over many thousand miles.

Arrival of the 607 late in 2012 secured my return to the Peugeot fold after more than a decade with other marques including flirtations with V6 Alfas (a 164 and a 166), Jaguars (an X300

XJ6 and a horrid S-Type), Bristols (a delightful 405 saloon and a somewhat less impressive 412 convertible), and a return to the noble Citroen marque with a gargantuan CX Prestige and a diesel C5. Adding to distinctly eclectic motoring predilections, my abiding interest in so-called classic cars offered brief flirtations with a Citroen Onze Legere and a Panhard PL 17 'Tigre'. Both proved far too esoteric for my limited mechanical skills, and the 607 now shares its garage with a brace of Morris Minors, a 1959 convertible and a 1967 four-door saloon, both of which I am capable of maintaining and restoring (in my 72nd year!), given their simple mechanics, and instant availability of spare parts. But during the 'inter-regnum' from our beloved marque I was, at least, called upon to service my daughter's 106 automatic three-door which has now been replaced by a 206 automatic three-door, so, no doubt, the Peugeot 'genes' have not lain entirely dormant.

However, the glorious 607 most emphatically signals a welcome renaissance in my chequered motoring life!

— from the *Peugeotist* 168.

Affordable holidays in Campervan

Tim Saunders

Campervans provide complete freedom and affordable holidays. Oil painter Mike Service from Combe Down, Bath, loves to travel and six years ago he and his wife purchased Roland, a three-year-old Peugeot Symbol with 25,000 miles on the clock for £18,500 compared to a new price of around £35,000.

"It's an Autosleeper conversion of a Peugeot Boxer van, which is popular with plumbers," says Mike, who has eight grandchildren. "The plan was to travel far and wide but we have not really been able to do that due to circumstances. But we are now able to use it for longer trips. We took it to the Med and enjoyed skiing in the Alps. But we've just started using it properly."

"It's brilliant, although not the one I would have gone for, because it has a fixed high roof to accommodate the shower that my wife, Sarah, a singer insisted on. When travelling on the conti-

nent you get charged twice as much (equal to the cost of fuel) at the tolls because of the added height. When we were first married we made do with washing in a basin but my wife insisted on a little bit of luxury."

Mike's campervan has already provided some memorable holidays after he was introduced to Passion, an organization which, for a yearly fee of just £20, provides him with various sites in France, Italy and Spain to stay for free. "The caveat is that these sites are purely for standalone campervans with their own water and toilet facilities. Only five vehicles are allowed on a site at any one time and there is no pre-booking so you just turn up and hope for the best. You typically stay on a farm and Passion recommends that you introduce yourself to the farmer and buy his produce. There is no obligation to buy from the farm or whatever but with fresh cheese, honey and meat why wouldn't you?"

Although holidays are the main reason for the campervan Mike does take his sketchbook and does some quick water colours when he gets a chance. "It's no good for oils, which take ages to dry and my wife can't stand the smell of turps plus it's no good cluttering up the van with my paintings, it wouldn't go down well."

When he remembers, Mike ensures that the water bottles are full, which will allow for a few days away but then it does become necessary to refill them and this can usually be done for free. "We fill the water tank for showers and washing up and keep bottled



The Symbol of freedom: Roland the camper at home in Bath

water in the fridge for drinking.

The cassette toilet must be emptied either in a public convenience or a specially designated place on a campsite.

Mike finds that he only needs Roland for six months of the year for travelling and so rather than cluttering up his driveway he pays a commercial dealer £150 to store it for him on a hard standing. This also means that he only needs to buy half a year's road tax.

There are two options for the layout of the beds in this two-berth campervan, which now has 70,000 miles on the clock. "You can either have a 6ft x 6ft double bed or two parallel beds. The latter, we find works best, so that you can get out of bed in the middle of the night without disturbing each other."

— from *Saudi Gazette*



Roland, high up in the hills just outside Rheims.

Facts at a glance

Used price:	£18,500
New price:	£35,000
Top speed:	100mph
0-60mph:	it will but it would be rude to
Economy:	30mpg

Peter put Anzac girls in focus

Peter Wilson

EVERY SUNDAY night more than a million Australians are watching on ABC TV the remarkable story of the Anzac nurses at war nearly 100 years ago, thanks to the work of Canberra's Peugeot association editor Peter Rees.

Peter researched and wrote the story of the nurses who tended wounded troops in Egypt, Gallipoli, Greece and on the Western Front in

his book, *The Other Anzacs, Nurses at War, 1914-18*.

He is pleased that a neglected part of war history – the experiences of the courageous and compassionate women dealing with often overwhelming numbers of casualties in terrible circumstances – is now reaching a wider audience.

Peter said he had attended the opening of the Nurses' War Memorial in Canberra's Anzac Parade as a journalist in 1999.

"I was amazed at the emotional response of the women who were there," he said. "They included nurses – mainly from World War II and Vietnam – and they were overjoyed [at the acknowledgement of their service]."

He realised he had come across a neglected story that was worth investigating.

He learned that 45 Australian and New Zealand nurses had died on World War I service and more than 200 had been decorated.

In the archives of World War I he discovered the diaries and letters that told of nurses' challenging experiences in hospital camps and make-shift surgeries close to the fighting.

His book, with many moving accounts of the nurses' first-hand experiences and their struggles with the discrimination and offhand treatment from the army, was published in 2008.

Having his work turned into a national TV series was an "interesting" experience for Peter.

"It's been good," he said. "It's a worthy story and all the reviews I



Peter Rees: A worthy story

have seen have been positive."

The interest generated has also increased sales of his book.

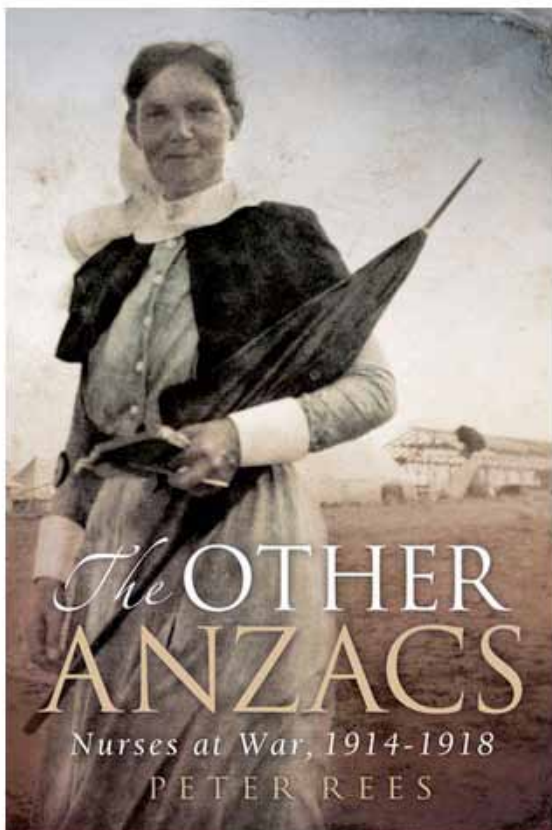
Peter left the press gallery in Canberra to write the biography of Tim Fischer in 2004 and has followed with other books, including *The Killing of Juanita* and his recent work on Australian Lancaster bomber crews.

He is now researching another World War I story, the first biography of Charles Bean, the war correspondent and war historian acknowledged as the man behind the Anzac legend and the establishment of the Australian War Memorial.

This is an immense undertaking. "There are 30 metres of files on him at the War Memorial and I am gradually working my way through them," Peter said.

He will finish the book next year. Would Bean, who landed with the troops at Anzac Cove, make another TV series? "That's not up to me," Peter said.

He makes time each month to produce *Roar* for the association. He has three Peugeotts in the family – a 307, a 308 and a 406 HDi.



Greg continuing help role

Peter Wilson

ALTHOUGH GREG Lock-Lee has sold his Peugeot 406 V6 and bought a non-Peugeot that suits the special needs of his partner Heather, he is continuing his club membership and his role as the 406 registrar.

For a while, Greg said, he was getting calls for advice on different things from the buyer of his car and he was happy to oblige.

Those calls have stopped.

The new owner was on his way to Townsville when the auto transmission warning light came on.

He stopped at a Peugeot friendly workshop where a check of the car revealed the problem was from the loss of its transmission fluid.

The garage made extensive inquiries but could not obtain a second hand auto gearbox anywhere, though it learned that plenty of manual boxes were available.

As a result, the 406 owner sold his car to the garage and somehow made his way home.

When he told his sad tale to Greg, he said he had been

noticing the gearbox was slow and occasionally there was a clanking noise, but had been busy and not done anything about it.

Greg said that if the buyer had had the Pug checked at the first sign of a problem the leak may have been found before any damage was done.

And like other drivers who have given up Pugs, he admits he misses the long Peugeot suspension on Sydney's bumpy roads.

Greg was snapped by Ray Chappelow at the 2008 Club End of Year dinner.



Tribute to Ampol Trial hero



Peugeot's sleek new RCZ R was a big hit after the meeting

Peter Wilson

An old Peugeot celebrity upstaged the glamorous new model RCZ R when both arrived at the NSW club's August meeting in Sydney.

The focus was firmly on Allen Taylor, the surviving winner of the Ampol Round Australia Trial in 1956, who was being honoured with a special presentation from Peugeot Automobiles Australia.

Allen, who is 89, came from Canberra with his wife Pat, family members and friends to join a VIP delegation from Peugeot for the presentation.

Before the meeting got under way, club members who had taken part in the 2006 Ampol rerun with Allen rushed to greet him and chat while the RCZ R was driven into the meeting room.

Then it was time for formalities and club president Ross Berghofer introduced John Startari, general manager of Sime Darby Australia and chief of the Peugeot, Citroën and DS brands, in his first encounter with the club movement.

With his victory, Allen Taylor became a part of an exclusive group in the history of Australian motor sport, Mr Startari said in his address.

His achievement with the late Wilf Murrell in winning the toughest event in this country in his Peugeot 403 ranked alongside those of motor sport heroes such as Peter Brock, he said.

Mr Startari presented Allen with a special



Hero honoured: Peugeot chief John Startari, right, presents Allen Taylor with the Ampol memorabilia display

commemorative display panel of Ampol memorabilia.

The tribute was a nice gesture from today's Peugeot distributor in recognising an early sporting triumph of the brand that has been largely overshadowed in motor sport history by the landmark 1953 Redex Reliability Trial victory of Ken Tubman and John Marshall in a 203.

Allen's grandson, Justin Southern, had been thinking there should be some recognition of what Allen had done. He came up with the concept of putting together a special laser cut box frame combining images and details of the event with a model Peugeot 403 and Allen's participant badge.

The Peugeot distributor liked the idea and sponsored it.

A family scrapbook of all the original rally clippings was displayed at the meeting.

After the presentation Allen was urged to say something. "Tell us about the trial," Justin urged. And that's what Allen did. With amazing ease, he enthralled us by recalling in detail his careful preparations and his progress on a treacherous event that became more of an ordeal than a trial.

When they discovered they were the leading car, he remembered saying to Wilf: "I'm not in this to win; I'm here to see the country."

But win they did after a journey through such terrible conditions that 90 of the 120 cars that started fell by the wayside.

As the satisfied owner of a Peugeot 203 ute, Allen had decided to buy a new 403 sedan for the trial and asked an older friend with rally experience to join him.

Wilf, who had won the Round Australia Air Trial, agreed provided the 403 was run in carefully and that the engine was waterproofed but still accessible.

He was away on business and could not help, so every night for six weeks after helping his father and brother with farm work each day, Allen worked on the Peugeot.

Before the cars set forth from Bondi there were reports of the Shoalhaven and Burdekin rivers in flood, snow in the Alps and rains in north Queensland that had turned black soil roads into bogs.

All the preparations paid off – including the heater that comforted them in the mountain cold – as they saw other cars stranded as they made their way through "oceans of water and mud".

Allen recalled how they were rerouted inland from Brisbane onto drier roads and in the mountains a truck forced them into a ditch close to two other casualties. The crews helped each other out



Australian conditions with its trial victory.

Wilf's family had a good question before they left to return to Canberra (Allen likes to sleep in his own bed these days): What happened to the rally 403?

After its touring it was probably sold.

At that stage of the meeting, the RCZ R coupé began to get some attention before Peugeot's national marketing manager, Dimitri Andreaditis, and Sime Darby public relations manager, Jaedene Hudson, intervened so they could take it back.



with their predicaments, but the others insisted that as leaders, Allen and Wilf should leave first.

They missed a cow on the dusty road to Newcastle, but at dusk the next car didn't.

After they received their trophy and cheque, the NSW Peugeot assembler and distributor, Harden and Johnson, presented Allen with a new 403 and took their trial car to display at a Sydney exhibition and to later tour dealerships around the country.

Peugeot sales brochures were produced to advertise that the 403 had proved itself in



Let's have a picture: Steve Palocz snaps the display panel. (Allen left, with Ross Berghofer)



Trial leaders: The Hillstone graziers were confident of success when they reached Brisbane, the Sydney Morning Herald reported on 26 July, 1956.





Daredevil Puggers

Simon Craig

Guy Nolleau, our international correspondent of all things Peugeot, has sent through an interesting set of photos of French daredevils in their Peugeot 404s from the '60s and '70s.

The first picture is of Roger Lonjou, a famous race car driver and stuntman, whose career was tragically cut short in 1970, in an accident that confined him to a wheelchair.

He's still very much alive, however, and celebrated his 80th birthday in Dec 2013.

Marcel Bazeaud appears in a few of the other photos.





Canadian podium



The French teams hit Trois-Rivieres, Canada

Peugeot Sport

Team Peugeot-Hansen scored a second podium position in a row at the seventh round of the FIA World Rallycross Championship in Trois-Rivieres, Canada, with a third place finish for Russian driver Timur Timerzyanov.

With the usual two-day format condensed

into a single day as part of the the famous Canadian motorsport festival near Montreal, Timerzyanov drove a fantastic semi-final and final after a difficult set of heat races to earn his best result of the season so far. Timmy Hansen had also finished third in his semi-final, but was later disqualified from progressing to the final for an overtaking manoeuvre on Finnish driver Toomas Heikkinen.

Team Peugeot-Hansen maintains their position of third in the team championship standings, while Timerzyanov and Hansen are sixth and seventh respectively in the drivers' championship table.

Timur Timerzyanov: "I'm really happy to be on the podium. I hope this can continue now for the rest of the season."

Fast all season, double FIA European Rallycross Champion Timur Timerzyanov has been close to scoring a good result several times this year, and in Canada was able to celebrate his first podium finish against a highly competitive World RX field, despite not having a clean run of heat races.

"I only did two things good today the semi-final and the final. I made a few mistakes in the heats, so I just concentrated on the semi-final and then the final. So far this season I've been pushing for a good result, but today I've been relaxed and got a good result event with the problems in the heats. I think the practice I did before the event to get used to a street circuit really helped too. I must say thank you to all of our guys, it was tough to keep everything going here and I'm really happy to be on the podium. I hope this can continue now for the rest of the season."

Timmy Hansen: "We qualified third after the heats, that was really good."

Swedish driver Timmy Hansen qualified third at the Intermediate Classification to score good points for both himself and the team. He almost made it into the final, but was disqualified from



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his third position in his semi-final. Hansen is familiar with the street circuit style of the Trois-Rivieres venue from his single seater experience, but wasn't at ease on the loose sections in Canada and feels he needs to improve his gravel driving.

"Gravel is not really my stronger side and we felt that this weekend. I had some good times, and good heats where we were fast, but in general I have a few things to learn about gravel driving still. We qualified third after the heats, so that was really good and we had a good position for the semi-final. In the semi-final I got stuck behind Heikkinen with broken power steering. I overtook him but got excluded for the move. I don't agree with that decision, but I had to take the chance and sometimes that's just the way it goes. The main thing for me this weekend is that I work on my gravel driving. Timur did some great lap times and got a really good result."

Kenneth Hansen: "It's great to get two podiums in a row for the team."

Team principle Kenneth Hansen was pleased with the pace of the 208WRX in Canada, and satisfied that Timerzyanov was able to turn a potentially frustrating event into a podium finish. The experienced Swede thinks the result will raise both his drivers and team confidence heading into the second half of the World Championship season.

"It's great to get two podiums in a row for the team. We were quite ok with our speed here, Timur had some mistakes but in the end he put everything together to make the podium. He was back to his old driving again in the final. For sure it will lift his confidence. He was very clever to get into the semi-final and then the final, that is the way we want to see Timur because we know he can do it, I'm really happy for him, and I think it's important for the whole team."

Peugeot Red Bull Hansen Junior Team driver Kevin Hansen raced in the RX Lites Intercontinental Cup support category at Trois-Rivieres and was fastest in the morning Open Practice. However, a crash in the second heat put him on the back foot and he would eventually retire from his semi-final, despite once again showing strong pace speed. Hansen's next event in the Peugeot backed RX Lites machine will be at the Knutstorp Ring, Sweden in two weeks' time (22 Aug).

The next round of the FIA World Rallycross Championship takes place at Loheac, France on 6—7 September.

Timmy Hansen was on track for a great result before being disqualified for cutting the circuit



Timmy's younger brother Kevin Hansen, racing in the Junior RX Lites support race, tried to emulate the success of the senior team members



FIA World Rallycross Championship round seven, Canada: Final Result

1. Petter Solberg (PSRX, Citroen DS3)
2. Anton Marklund (Marklund Motorsport, VW Polo)
3. Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208 WRX)
4. Reinis Nitiss (OlsbergsMSE, Ford Fiesta)
5. Toomas Heikkinen (Marklund Motorsport, VW Polo)
6. Patrick Carpentier (Marklund Motorsport, VW Polo)

FIA World Rallycross Championship Drivers' standings (after round 7/12):

1. Petter Solberg (PSRX, Citroen DS3), 155 points
2. Toomas Heikkinen (Marklund Motorsport, VW Polo), 135 points
3. Reinis Nitiss (OlsbergsMSE, Ford Fiesta), 133 points
4. Andreas Bakkerud (OlsbergsMSE, Ford Fiesta), 113 points
5. Anton Marklund (Marklund Motorsport, VW Polo), 111 points
6. Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208 WRX), 93 points
7. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208 WRX), 92 points

FIA World Rallycross Championship Teams standings (after round 7/12):

1. OlsbergsMSE/Ford, 246 points
2. Marklund Motorsport/Volkswagen, 246 points
3. Team Peugeot-Hansen, 185 points
4. PSRX, 147 points
5. Monster Energy World RX Team, 83 points
6. Albatec Racing, 25 points



Déjà Vu in Hanoi, as French Bikes Make a Comeback

More than half a century after French colonists left Vietnam, French-made bicycles are reappearing on the streets of Hanoi as the world-wide cycling craze takes on a thoroughly retro spin here.

Nguyen Anh Thu

RETIRED MECHANIC Tran Anh Vu is one of those responsible, opening up a repair and restoration shop on a narrow ally next to the city's West Lake that is a shrine to vintage pedal-power. His 40-square-meter shop is filled bikes made by venerable names such as Mercier, Peugeot, Helium, and Alcyon, all waiting for his loving touch.

"I opened the business for fun at first, but now it's providing a new stream of income," says Mr. Vu, who has enlisted his son, 41-year-old Tran Kiem Anh to help him cope with a demand for restoring tarnished, rusting bicycles.

Mr. Vu, 70 years old, is surprised by his success. He started out a couple of years ago restor-



Vu Thanh Cong at his shop in Son Tay Street

ing his own favorite Mercier bike when he joined a group of like-minded fans of retro racing bikes, the "Hanoi Past and Present" cycling club. Many of its 75 members have several bikes and a few own rarities, such as Caminargents, Rochers, or Cycles Automoto.

But Mr. Vu unwittingly tapped into a growing interest in cycling across the world, even in some of the world's busiest cities. The Vélib bike-sharing program in Paris has been a huge success, expanding to 1,800 stations across the city where people can rent and return bikes. It has been copied in New York with its Citibikes,



Retired mechanic Tran Anh Vu, left, at his repair and restoration shop on a narrow ally next to the city's West Lake that is a shrine to vintage pedal-power.

sponsored by Citibank, and in London, where rental bikes are known as "Boris bikes" after the city's cycling mayor, Boris Johnson. The idea has taken root in some of Asia's most congested and least rider-friendly cities, too, including Beijing and Bangkok.

In these places, the rental bikes or privately-owned mountain bikes or "fixies"—easy to maintain fixed-gear bicycles—are the norm.

There are, of course, many Vietnamese who also prefer state-of-the-art machines. Many enthusiasts will pay \$350 to as much as \$45,000 for bicycles imported from Taiwan. Le Anh Thinh, manager at Hanoi's Xtasy Bike, says business is thriving. "We sell from 35 to 50 bikes every month after launching last year," he said.

For Xtasy's customers, the sport is a form of relaxation and

way of keeping fit.

"I don't know what I would do in the mornings if it wasn't for cycling," says Duong Thi Hai, who looks a sprightly 58 in her Lycra cycling outfit. She regularly cycles around the bank of Hanoi's West Lake with her friends after retiring three years ago.

But some Vietnamese often prefer to do things with a little more style, all the more so if they can celebrate their country's colorful history.

Aficionados here lovingly restore vintage Vespa motor-scooters or old Soviet-made Minsk motorcycles. Occasionally, Vietnam War-era Jeeps can still be seen in Ho Chi Minh City, formerly Saigon.

Restoring retro bikes, generally involving machines made up until the late 1960s, is a variation on the same theme.

Vu Thanh Cong, 60, first noticed the potential value of vintage bicycles when he sold a Peugeot bike when buying an apartment in Hanoi's Hue Street in 1971. It paid for half the cost of the property.

"Bikes cost a fortune back in the 1960s," when the Vietnam War was still raging, said Mr. Cong, who developed a passion for bikes when he starting fixing them in his youth, back when he had to look for bike parts in the street.

Mr. Cong estimates there are still a few thousand vintage bikes to be tracked down and restored in Vietnam, some dating from 1930s. He himself owns about 200, and he launched a company to import and sell used bikes to capitalize on the nostalgia for the machines.

He jokes that he can lend many things, "but not my bike."

— from the *Wall Street Journal*



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French Car Day points table

Class Winners	Owner & Car	Points/100
504/604	Jim Kearns 504Cab 1972	98* @
	Rod Piggott 504 1977	90
	Ben Emmelkamp 504 1972	83
	Steve Palocz 604 1978	75
	Daminda Wijesekera 504GL 1977	68
Modern	Paul Barlow 207CC 2011	96** =
	Chris Deligny 207 2008	92=
307/407/607	Robyn Gambrell 407HDI 2005	91*
	Don Bailey 407 2005	90
	Stephen Heusz 307 2003	89
	John Maude 307 2007	89=
	Warren Orth 307 2004	84
	Neale Butler 607 2005	84
306/405	Rob Gordon 306Cab 1998	85
	Peter Reeves 306XSI 1998	78
	Peter McCabe 405MI16 1994	77
505	Ray Chappelow 505STI 1984	84
	Doug Smith 505GTI 1988	79
	Paul Geraghty 505 1983	24
403/404	Ian Dyball 404 1969	82
	Cal Makin 403U5 S/W 1960	69
Modified	Con Engel 505 1984	95#
	Helen Louran 206CC 2004	90#
	Jack Spencer 306S16 1994	89#
	John & Guia Baird 404 1970	89#
	Lindsay Adams 205GTI 1993	88#
	Neale Drennan 306 Rallye 2001	88#
	Scott Spencer 306GTI6	87#
	Rob Priestley 203C 1955	73#



Best French Car of the Day: Jim Kearns 504Cab 1972

@ Best Peugeot of the Day & JRA Perpetual Trophy Winner

* Entrant in finals judging

** Entrant in finals judging (modern class only)

Modified so ineligible for major trophies & finals judging

= Modern so ineligible for major trophies (3 to 8 yrs old)

Jim scores as Pug caretaker



Their bit of history: Geoff and Cathy McHardy's beautifully restored 1955 Peugeot 203 at the front of 1859-built St John's Church in Wilberforce in 1989.

40 years ago

1974 The club is well represented at the Motor Show with Darcy Shannon's concours Pug 203 shown proudly on Peugeot assembler Renault Australia's stand.

Instead of an Albury weekend, the club plans a trip to Armidale, where New England Puggers promise a warm welcome.

The club has 150 members but, sigh, some are dragging the chain on paying their \$5 renewal, due on July 1.

35 years ago

1979 Bob Watson's 504 diesel, with a new 2.3-litre engine, had the advantage of lighter fuel loads than other entrants in the tough, 20,000 km Repco Trial – running 11.2l/100km in special stages and 7l/100km in transport stages. He finished eleventh.

Steve Murphy of Tumut seeks engine settings for a Peugeot Type 175 after acquiring the wreckage of the rare model.

Ian Robinson organising a signpost chase and hosting a minor maintenance day at his Camperdown workshop.

Because Jim Brear has a reputation for looking after his cars, he's scored a friend's retired Pug 403 as a spare and another friend's Pug 504 Injection while he is overseas for a year.

30 years ago

1984 Former member Stuart Lenthall has formed a Peugeot car club in Tasmania and it's off to an enthusiastic start.

Linda Linn, from the JRA agency, says Peugeot's ad image has been switched from the staid Parisian stalwart to a snarling sporty beast that still has reliability and durability, the 505 GTi.

We love our 307: Geoff Lawley has fun raising dust with his Touring in a motorkhana.



25 years ago

1989 Victorian Gordon Miller has scouted some runs and locations near Corowa for a weekend chatfest for 03 Pug owners, and demands that other models must be kept clear of the many photo opportunities.

Lainey White wins the Bastille Day concours outright with her Peugeot 604.

When Don Pearson's son offered to buy the family Peugeot 504, Don agree to buy a 505 STi, then got such an attack of nerves over his hasty decision that Roslyn banned him from talking about it. When he drove it home to Newcastle, he realised it was a vast improvement on the 504, with everything so much better – the motor, the body so rigid, the ride so good that it added up to a superior feeling.

20 years ago

1994 Michael Quinn has entered his UK race-prepared Mi16 for the Bathurst 1000 and may display it at a club motorkhana.

The Peugeot 505 comes third to the Saab 900 and BMW 5 series in a safety study for the RTA, NRMA, VRAC and VicRoads – and ahead of Volvo and Mercedes.

15 years ago

1999 Robert Cherry plans to fit a V6 to a Peugeot 404.

Of a test fleet of 24 new-look Pug 406s assembled for the press launch at Brisbane, the new HDi gets most attention. The HDIs were thrashed from Melbourne without refuelling and arrived each still with a quarter-tank of diesel left – enough to get to Rockhampton.

John Hunt fell in love with Peugeots as a lad in Kenya when his aunt had a light blue 203. The

amazing sporty 204 came out when he was leaving and he was very disappointed to find it wasn't sold in Australia.

10 years ago

2004 It's a tough job but someone has to do it. The editor has the task of driving a Peugeot 407 from Trivett's to the September club meeting at Shannons ahead of its motor show debut.

Rob Verhagen had his Peugeot 203 wagon displayed at All French Car Day, but wore his other hat – as Simca club president and drove his low-km, ex-museum 1959 Aronde from Queensland for the occasion.

Sorry, no spare tickets. Conducted tour operator Wal Glading has realised his dream and got 22 Peugeot clubbers together to have a Peugeot clubs of Australia tour of Europe. First call: Paris for the car show.

The British Office of Fair Trading has ruled



Presidential knees-up: Debra Keller and Ross Berghofer compare scars from a shared joint problem at a 2009 bowling night with the Citroën club.

that British Peugeot dealers don't have to repaint their premises in the new corporate blue. In New Zealand the brushes are being dipped into paint pots and there is talk of the look spreading to here.

Five years ago

2009 The Morris Minor Picnic Club has invited Peugeot club members along to its monthly runs. Cars meet at a Maccas, progress to an interesting destination and then everyone meets up for lunch.

If you have an accident, it's still safer in a Pug than most makes. The Peugeot 307 (2001-07) makes its debut in the Monash University study of accident statistics with the top five-star rating for crashworthiness and regard for the safety of other road users.

On the road from Blackall to Winton, the 35 hardy adventurers on Hank and Jo Verwoert's Inland Lap are relieved that the many emu packs they encounter have better road sense than the suicidal kangaroos that end up as abundant roadkill.

Paul meets a sheikh with a Pug

PAUL PLAYOUST, WHO stepped in and took over the organisation of the Bastille and Airmail Centenary Celebrations in July, is still pondering his encounter with a sheikh with a Peugeot.

While Paul was rounding up French car owners for the event, Geoff McHardy passed on a suggestion from Morrie Barrett that his mate from Queensland was in town with a Pug and he could probably join in.

Paul gave Rob Verhagen a call and discovered he could bring his 203 ute with canopy that still had its signage from the 2003 Redex rerun (one of the Pugs at All French Car Day).

They got talking and Paul learned that Rob now lives way out in the desert.

"No, not the bush," Paul explained, "real desert, an oasis in the Western Desert of Egypt, called Siwa."

"From what I can glean, he lives the life of a sheikh 30km from the Libyan border."

"I was discrete and didn't ask if he entertained Colonel Gaddafi."

As reported last month, Rob delivered the mail from the airport to the Powerhouse Museum.

"When I met Rob at the function, I noticed he was light on his feet, no doubt developed from tripping round land mines left over from some earlier do," Paul said.

"Bob in mufti actually looked very smart for the occasion. Interesting, as when I advised dress requirements he informed me that he'd motored south with only a few clothes, t-shirts etc, nothing for a more formal occasion and was going to decline. "But apparently he has wonderful in-laws and an understanding family. One supplied shoes, another a jacket, a shirt – it all fitted and saved Rob the trouble of visiting Vinnie's. He cut a



dashing figure even for a sheikh.

"I wondered about his garb at home at Siwa ... a kandura topped by a ghutra and sandals or perhaps thong?"

"I'm fascinated with Africa and was prodding Rob with questions: What do they call him over there?"

"He replied with a straight face, 'Actually Sheikh Mohammad Abdul Farzita', but suggested I could dispense with formalities and just call him Sheikh."



L-R: PSA Director of Programmes, Alejandro E. Gonzalez; MD PAN Nigeria, Mr. Ibrahim Boyi; AP France Vice president, Mr. Yves Moulin; and Zonal Director, Sub-Saharan Africa, Mr. Andre Lorgere, in Paris.

Redex Airflow for sale

The historic 1934 Chrysler Airflow sedan that took part in both the 1953 Redex Reliability Trial and the Peugeot clubs' 50th anniversary rerun in 2003 was offered for sale at the Shannons Sydney winter auction in late August.

The Airflow was Australian-delivered as a right-hand-drive four-door sedan and two generations of the Hoy family have owned it since its purchase from the car's original owner in 1936. Ted Hoy led the field out of Sydney in the Redex trial in Car No.1 and the family restored the Airflow to showroom condition for the anniversary event.

The Airflow is regarded as being the first mass-produced streamlined car, with a shape influenced by extensive wind tunnel studies by Chrysler engineers. It also pioneered aircraft-style steel tube frame construction in automobiles.

Peugeot designers had been gradually raking back the radiators of their 1930s models and came up with their "fuseaux Sochaux" streamlining with a lighter, more European styling than the Airflow that resulted in the 402 of 1936 being a prettier car.

Peugeot builds cars in Nigeria again

PEUGEOT and PAN Nigeria Limited have signed an agreement to assemble and sell cars in Nigeria.

The Peugeot 301 will be the first vehicle to be assembled under the pact in the second half of 2014 at PAN's Kaduna plant, according to a statement issued after the signing ceremony.

However, the statement said, "Under the terms of the agreement, PAN Nigeria Limited will also be able to assemble the Peugeot 508 and the Peugeot 308."

Peugeot would leverage a network of roughly a dozen dealers that would be capable of rapidly implementing the quality standards required by the brand and supporting its business growth in the country.

PAN said, "The agreement is aligned with the new automotive industry development policy established by the Nigerian government."

The pact is leveraged on the fact that

Nigeria is emerging as a key growth driver at the level of the entire continent. Also that the Nigeria is Africa's most populous nation with about 170 million people, and its largest economy with GDP of €372 billion in 2013 and growth of 7.4 per cent forecast for 2014.

Commenting on the signature of this new agreement, Jean-Christophe Quémard, Operations Director, Africa-Middle East said: "This assembly agreement perfectly illustrates what the Group aims to achieve with its new region-based organisation."

"As announced in the "Back in the Race" strategic plan, we are going to focus more on growth markets."

The assembly of the Peugeot 301 in Nigeria, a growth pillar in Africa, will enable the Group to take full advantage of growth opportunities in the market."

— from *This Day Live*



Peugeot 301

For sale

203 suitable for parts, Helen Dryden, Gunnedah. 0408 603 630, helgadryden@hotmail.com

307CC 2004 Dynamic, automatic, silver, 74,000km, new front rotors and pads, very good condition inside and out, driven by a mature lady, has been a reliable toy, good tyres, October rego, BSK08V, \$10,900ono, Michael, Albion Park, 0422 944 005

406 coupe, 1998, yellow, 112,000km, Ian, jones@mail.spectrum.com.au

406 wagon. 5-speed, turbo diesel (not HDi). 5/98 build, 2/99 compliance. Rego BX93ML. Was doing 5.9L/100km until engine developed a fault. Travelled over 350k km, but has alloy wheels with good tyres, and a professionally-built HD towbar. Will take \$250 for the whole car, or \$350 for just the towbar, or offers please. Please ring Richard 0422 779977 (son, it's his car, and he's replaced it with a 407 HDi wagon), or, Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com, or can email pictures. Can deliver too (eg Sydney for \$100).

407 2007 HDi station wagon, V6 turbodiesel, auto, brand new condition, low km, \$30,000 ono. Alex Greig, Quimbi, 02 6746 2354

504 Station Wagon, Petrol, 1971cc engine. Plate Date 8/81, first rego 7/9/1981. Second and current owner since 21/6/1989. Green, tan interior. This vehicle is in regular use with current NSW rego until 22 January 2015. Over its lifetime it

has always been serviced regularly, well maintained and always garaged. Body and chrome work in good condition – never been involved in a crash, no external body repairs. Pretty good condition considering its 33 years, \$3,500ono, John, Lismore, jrmuzz@bigpond.com

505 GTi sedan. Series 1, 1985, white with grey. Still a very willing engine, but has a noisy bearing in the gearbox. Tidy interior, the odd bump on the outside. Garaged since we bought it in 1993. Pictures will be on Gumtree soon, or can be emailed. \$250 or offers please, plus delivery can be arranged. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com, or can email pictures.

505 GTi sedan. Series 2, 1985, red with grey. 3-speed automatic with 110k km only, and still like new inside. Needs a head gasket. Was my dad's car and he only drove it 1600km a year, the rest of the time it was in a garage. Offers around \$900 please, and delivery can be arranged. Still on Gumtree, or pictures can be emailed. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com, or can email pictures.

505 SLi wagon. Series 2, 1986, white with blue. 3-speed automatic with the Bosch injected 2-litre engine. Excellent engine except for a slight problem which limits its revving ability. Very tidy car otherwise, can't see any rust, and it has been garaged since we bought it in 2002. Offers around \$400 please, and delivery can be arranged. Pictures will be on Gumtree soon, or can email them. Neil, 0412 979 737, 02

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THE DEADLINE FOR NEXT MAG IS TUESDAY, 16 SEPTEMBER, 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.

4368 1870, simmo404@yahoo.com, or can email pictures.

604 1978. I have owned my 604 for 27 years. Converted to run on LPG only. Has had its 10yr tank inspection. Motor overhauled 3 years ago and only travelled 10,000km since. Electronic distributor fitted (no points). Reconditioned radiator with large transmission cooler plus twelve blade electric fan. Motor runs cool even during the last +40c summers. Stainless centre and rear mufflers. Front and rear brakes overhauled. Front shocks replaced a few years ago with new front suspension bushes. Heavy duty battery fitted. Electric central locking upgrade fitted. Auto gearbox runs very well and no faults. Front seats retrimmed. Interior in very good condition. Body also in good condition. Need room for purchase of another car. Cheap to run with LPG costing 75c per litre. \$2,750 ono. Rego VEE666 not included in sale, Steve on 0409 504 604

corrosion blemishing only. Would clean up very nicely. Priced individually, or \$400 for the lot, or offers please. Located in Grenfell but can deliver. Pictures will be on Gumtree soon, or can be emailed. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com, or can email pictures.

404, 2 Bonnet hinges \$40, 1 Starter motor \$30, 2 standard hubcaps \$40, 1 Oil filter case \$20. Mike Barrett, Beecroft, 02 9875 3087

205 parts - Some gaskets, 36mm socket with tommy bar. 403 parts - wiper motor, clock mechanism. 404 parts - gasket set (incomplete), complete wiring loom (404B), jack, wheel brace, crank, sill dress strip (no clips). 604 parts - alloy wheel rim, alternator. Miscellaneous, hand-held quartz spotlight, reversing sensors (2 sets), remote central locking kit, cruise control kit, grease gun, oil gun, valve spring compressor, compression gauge (long stem for 403/404), compression gauge (short stem), panel beating tools (4 dollys, 3 hammers), engine analyser/timing light, car stands, (2, fixed, 500 mm high), car stands, (2, adjustable, 350 - 600 mm high), car ramps (2, about 300mm high). Free to a good home. Pickup from Northern Suburbs of Sydney. Email bob@thelions.com.au or 0402 318 436

Parts

403 panels as previously advertised. All opening doors, boot lid, bonnet, plus front guards, and rear tail light to rear wheel arch cutoffs. Good condition with interior surface

604 turbo diesel taxis

Brian Holm

THERE WAS A fleet of 604 TD limousines in New York City in the early eighties. I think there were 30 of them, dark blue with blue cloth hounds-tooth seats.

When they were retired someone in Boston bought and reconditioned the cars, then sold most of them.

I bought the last six, which had been used as parts donors for the others. I still have a couple of them in Vermont.

A diagnosis knocked

GETTING A SECOND opinion is worthwhile if the cost of a repair comes as a rude surprise.

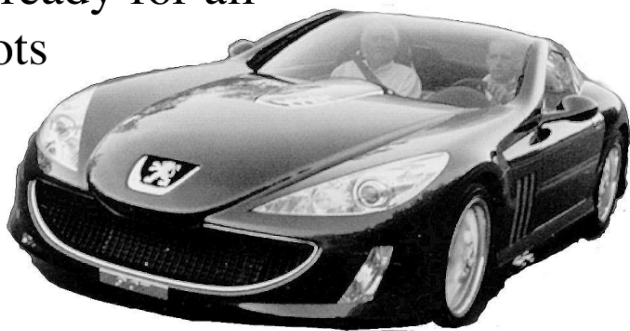
Three and a half years into ownership of his Peugeot 308 HDi wagon and six months since the final warranty inspection, Martin Cunningham was disconcerted when a rattle started to come from the front shock area.

He was told the bushes had gone. It was not possible to buy the bushes separately and both sides of the suspension would have to be done because that was the factory recommendation. The cost was estimated to be \$750.

After thinking it over, Martin decided to consult a local suspension shop.

The guys there laughed when they checked the Pug. The problem wasn't bushes, it was a loose brake calliper bolt and they tightened it up without charge.

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Peugeots



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n Service and repairs n New and used parts
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PEUGEOT AUTHORISED DEALER NETWORK



MOTION & EMOTION

PEUGEOT

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	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
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot*	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
(*until August 31)	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 Unit	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 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					
Performance Automobiles	Sales Showroom, Service & Parts	281-301 Argyle Street	HOBART	TAS 7000	03 6210 7000
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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NEW PEUGEOT RCZ R

MOTION & EMOTION



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