

the pugilist

December 2014

Magazine of the
Peugeot Car Club
of NSW Inc



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PEU342

Facelifted crossover set for 2015 launch



Byron Mathioudakis

Peugeot is set to release a surprise high-riding crossover-style version of the facelifted 508 Touring wagon onto the Australian market next year, offering buyers an alternative to large SUVs.

Due in the first half of next year, the new

The cover

Bad weather threatened to spoil the latest tyre-kicker's day, but glorious sunshine prevailed.

Photo: Simon Craig

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RXH Diesel is the non-hybrid version of the French mid-sizer, powered by a 133kW/400Nm 2.0-litre four-cylinder HDi turbo-diesel engine driving the front wheels via a six-speed automatic transmission.

The aim is to take on the popular Subaru Outback, as well as the Volkswagen Passat Alltrack that launched in Australia just over two years ago.

Peugeot importers Sime Darby Motor Group refused to confirm the existence of the 508 RXH, telling GoAuto at the Paris motor show that it was one of many vehicles "under consideration" for the Australian market. However, Peugeot Automobiles head of product, Xavier Peugeot, contradicted the Australian importers by revealing local compliance versions of the non-hybrid 508 RXH Touring would commence production in France next month, ahead of a launch Down Under in the first half of 2015.

"Currently 14 per cent of 508 Touring production is the RX Hybrid," he said. "It has been very successful. But there is also demand for a crossover version without the hybrid system... and we are going to commercialise this from November. It is coming to Australia."

The expected arrival of the 508 RXH does not bode well for the Hybrid4 version, which would cost well over \$65,000 by the time it landed in this country due to its separate electric motor and battery set-up.

Dubbed 'HYbrid4', the drivetrain consists of a 120kW/300Nm 2.0-litre fourcylinder HDi turbo-diesel driving the front wheels via a six-speed clutchless manual Electronic Gearbox Control (EGC), while a 27kW/200Nm electric motor is mounted on the rear axle – though there is never more than 450Nm of torque being transferred to the wheels at any one time.

The part-time AWD system can direct up to 40 per cent of drive to the rear wheels.

Sime Darby did consider importing the pre-facelift version two-and-a-half years ago, but hot-weather durability testing delays put the project on hold indefinitely.

As previously reported, regular versions of the 508 mid-size range are expected to arrive in local Peugeot dealerships in the first quarter of next year, with an expected starting price of about \$36,990, plus on-road costs.

— from *GoAuto.com.au*



Pageant with us soon

Ross Berghofer

HERE IS SOME advanced news: the 2016 Peugeot Pageant will be hosted by our club.

Next year — 2015 — the Pageant will be at Yass, hosted by the Peugeot Association of Canberra.

2016 will probably be in the Nowra district, but it is early days yet, with a lot more information to come. It will most likely be held in the week after Easter.

The special general meeting at the March meeting will vote on amendments to our club's constitution. Full details are in the November club magazine. You do not have to be there to vote; you can fill out a proxy form to instruct someone who will be there on how to cast your vote.

The club committee and I encourage you to fill out the proxy form and return it to the club address. In this way a quorum can be assured to consider the amendments and your vote. Please remember that regarding the resolution on the audit of club funds, financial prudence will always be maintained.

Check out the information on the 2015 president's breakfast run, this time to beautiful Kurrajong. You can make a day of it by including the Mount Tomah botanical gardens afterwards.

This magazine is the final one for 2014 and you will have to sweat it out until the February edition, which will be in the mail at the end of January in time for our February meeting. And H platers, always have a club magazine with you on club outings to prove to those in traffic authority that you are on a club activity as advertised in The Pugilist.

Our guest speaker at the December meeting will be Peter Gallagher of Spinning Wheel Tyres, who will talk about the tyre industry and his company that is located at Waterloo. He will stay for supper and tirelessly talk and answer questions.

On behalf of the members of our club's committee I offer to members, their families and

friends best wishes for the holiday season and best wishes for 2015.

Notice of Special General Meeting

to be held on Wednesday 4 March 2015, commencing from 8:00pm at the Veteran Car Club Hall, 134 Queens Road, Five Dock.

The business of the special general meeting will be:

1) Rescind section 16(d) that contains a reference to an audit by a chartered accountant, and replace it with an audit sub-committee, with wording as follows:

16 (d) Audit Sub-Committee (ASC) Charter

Election of and membership

The Audit Sub-Committee will be elected at the annual general meeting after the filling of positions of the Club Committee.

The ASC will consist of two members one of whom may be a Committee member and the other must be a financial Club member, neither of whom shall be the current treasurer of the Peugeot Car Club of NSW Inc.

Responsibilities

Ensure that effective system of accounting and internal control exists to manage financial accounts. This requires that the general ledger be kept up to date in a proper and timely manner.

To make the Club Committee aware of any matters that might have an impact on the financial condition of the Club.

To approve lost or missing receipts

expenditure after having satisfied itself of the validity of same.

Recommend the appointment of an external auditor if deemed necessary.

Financial Compliance and Reporting

Prepare an annual report of Club's financial status in time for the annual general meeting.

Ensure that Club accounts are prepared in such a manner as to meet the requirements of the Department of Fair Trading or other such relevant authority. If required by legislation, the Club Committee may appoint an external auditor. Such auditor is to be either a member of the Institute of Chartered Accountants or of the CPA Australia, holding a current practicing certificate.

Meetings

The ASC will meet at least twice a year. Proceedings of the meetings will be recorded in minutes. The minutes will be submitted to the Club Committee meetings.

2) Add a new Paragraph 13.2 (j)

This to be a new sentence with the words "an assistant historic registrar when necessary"

3) Clarify Paragraph 44 (a)

After "full members" add the words "including junior members aged 12 to 17 years inclusive."



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Are you getting club emails?

Simon Craig

Lots of events email reminders to club members with Gmail accounts are bouncing lately.

Gmail users should check their spam folder to see if emails from the editor are being treated harshly.

A good way to help ensure this is not happening (even for non-Gmail users) is to include editor@peugeotclub.asn.au in your list of Contacts or address book.

Geoff McHardy is the membership secretary and 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 or call him on 02 4576 3506.

Car show at Tea Gardens

Peter Wilson

THE TEA GARDENS Hawks Nest Club Motor Club invites our members to take part in next year's Motorfest at Hawks Nest on Saturday, 7 March.

It was a popular event this year with our club members among the 50 clubs participating.

The Myall Park Sports Oval has capacity for 325 vehicles and veteran, vintage, classic and special motorcars and motorcycles are welcome.

Sixteen trophies are up for grabs for best vehicles and club displays.

The local surf life saving club, fire brigade and ambulance service put on displays and there's popular, country, classic and jazz music as well as refreshments.

Last year there were 42 car clubs represented and there were seven cars from our club in attendance. Club member John Hunt took out last year's Best European Car in his Borgward Isabella Coupé.

Entry is \$10 a vehicle and \$5 a bike to benefit the surf club, rural fire service and local clinic bus. Be there by 9.45am for the official opening at 10am. The display ends at 2pm.

It's a group show and club entries are required by 28 February. Please let Grahame Foster know if you wish to take part: foz407@westnet.com.au

There's much in the area to explore to make it a weekend visit and we will give accommodation details in the February magazine.

7 March 2015

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



Some of the pugs at last year's event. Photo: Graeme Cosier

Gnoo Blas show in Feb

THE 2015 Gnoo Blas Classic car and bike show at Orange on 7 February marks the 60th anniversary of the first FIA sanctioned international race meeting in Australia.

Vehicles will be displayed in Sir Jack Brabham Park in the centre of the old race track.

Forms for the car show entry (\$10) and other events are on the club website at www.gnooblas.com.

Food and drink is available at the site and buses will run on the hour to take people to Orange to shop or look at sights.

As part of a salute of Volvo in motor sport, New Zealand driver Robbie Francevic, the 1986 winner of the Australian Touring Car Championship in a quick 240T Volvo, is a guest at the Saturday enthusiasts' dinner.

the northwestern corner of Holker Street and Slough Avenue, Silverwater.

Regional, interstate "froggers" along with all age groups and sexes are welcome. No committees 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.

Topics discussed have been wide and varied, with many different cars available to look at.

On some occasions, our more modern pugs have even been plugged into laptops with diagnostic soft-

Tyre kickers welcome



Inaugural tyre-kickers day on 16 March.

ware — and long running issues have been sorted out.

Many issues still remain to be discussed.

21 December

Club diary

Tue, 2 December

OASIS Run. Lunch at Nepean Rowing Club.

Wed, 3 December

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

Wed, 10 December

Committee Meeting, Ryde Eastwood L Club, 8pm.

Sun, 21 December

Tyre kicking Day, Newington.

Sun, 26 January

CARNivale. College St, Sydney (former Motorfest).

Wed, 4 February

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

Sat, 7 February

Gnoo Blas Classic car show, Orange.



You never what will turn up at a tyre kickers day

President's breakfast run

22 February

Ross Berghofer

AS PROMISED LAST month, the president's breakfast run will be to Sydney's west. To Kurrajong.

I have booked the Sassafras Creek café, 83 Old Bells Line of Road, which will be open at 8:30am for our breakfast.

It has magnificent views south east over the Cumberland plain. Kurrajong is an interesting village to be explored after breakfast. Then, if you want to, we can drive to Mount Tomah botanical gardens for more walking and for lunch there.

Please let me know at ross.berghofer@gmail.com or SMS me on 0409 504 511 if you are coming to the breakfast.

Your family and friends are most welcome to join us on this occasion.



2015 Peugeot Pageant

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 now be held from Friday 17 to Monday 20 April 2015 (two weekends AFTER Easter).

Apologies for the revised dates, one week later than originally announced, but it turned out that on the previous weekend Yass will be hosting around 400 truckers as part of the 'Haulin the Hume' truck event and the town just wasn't big enough for the both of us.

The historic town of Yass, some 50km north of Canberra, just off the Hume Highway, offers a range of accommodation options and potentially interesting activities for participants. A

New dates

17—20 April

highlight of the weekend will be a visit to the Binalong Car Museum, which houses a small but eclectic collection of cars including Bugatti and Delarge.

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

We will be using the Swaggers Motor Inn as our home base in Yass, but there are other nearby motels and a caravan park just a few hundred

metres away. All 30 rooms at the Swaggers have been reserved for the Pageant for 3 nights (Fri, Sat, Sun), at a daily rate of \$120/room including cooked breakfast and free internet.

The per room rate is an excellent deal, because some of the rooms can accommodate up to 6 people! Accommodation is the responsibility of pageant participants and bookings can be made by ringing (02) 6226 9900 and make sure that you mention the Peugeot Pageant.

Email: brad.pillans@anu.edu.au

www.swaggersmotorinnyass.com.au

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Website: www.colliersauto.com



Interlude Tours

Venture Holidays are currently creating a 21 day small group tour highlighting the best of South Africa scheduled for Nov 2015

The group will visit Johannesburg, Kruger National Park, and the magnificent Victoria Falls and drive the fabulous garden route from Port Elizabeth to Stellenbosch and Cape Town staying overnight at some of the iconic destinations in the country.

Costs and dates will be available next month.

Register your interest

For details - phone Jeanette 02 9405 2218 or visit our website.

www.interlude-tours.com



For a safe SUV 4007 is tops

Peter Wilson

THE DISCONTINUED Peugeot 4007 has come up trumps as Australia's best used compact SUV choice for peace of mind. That's official.

It is the only vehicle in its class to have both a five star safety rating and a five star theft risk rating.

That means it combines the highest level of safety protection for its driver and other road users, and has an extremely low risk of theft.

Peugeot also shines in the small car class where the 307 just misses the top tick by a smidgeon but still gets the coveted "safe pick" rating.

Peugeot Automobiles Australia welcomed the news. "Safety is one of the core tenants of Peugeot vehicles," a spokesman said. "We are pleased that this focus has been recognised by the National Motor Vehicle Theft Reduction Council."

The 4007 shares the top safety rating with the Mitsubishi Outlander, on which it was based, but the more numerous Outlander is fractionally more at theft risk, with a lower four and a half star rating. Both are "safe picks".

Peugeot was checking the intriguing difference in theft risk between the models but could

not reply before deadline.

With a proven thrifty Peugeot diesel engine, the 4007 – regarded in Paris headquarters as a less-than-desirable stopgap model that could have had a better skin job than it received – is a top used car buy.

The last new example sold here earlier in the year.

"I wish it had not been discontinued – we can't get enough of them," a NSW country dealer told *The Pugilist*.

"People think they are an Outlander with a diesel engine and a Peugeot badge, but they are a considerably improved version.

"The Outlander is not a bad truck but the Peugeot has better suspension, a lot of different panels, a new interior and a lot of other things, such as a higher rating for towing – two tonnes against the Outlander's 1,600kg.

"From our point of view, it was ideal because it was a diesel with a manual or automatic. We lose sales to people who show interest in the 4008 because it doesn't have a diesel."

The safety ratings are those of the Monash University Accident Research Centre, based on Australasian accident statistics, and the vehicle theft reduction council, based on car theft data.

"Consumers are encouraged to consider choosing vehicles which score highest on both ratings," the council said when releasing the scores in November.

It's early days for analysis of crashes and thefts of later models, such as Peugeot's locally popular other Japanese venture, the 4008, but in the 12 years *The Pugilist* has been reporting the safety results, Peugeots have always stood out.



City transport touch: Mosman interior designer Jacqui Hargrove has fitted rear window sunshades on her 4007 city transport for when she is driving with her young children.

The council notes that Electronic Safety Control equipment gives any vehicle an edge.

"ESC helps avoid a crash and can reduce the severity of the crash if it cannot be avoided," the council said.

In the small car class the two 307 models have 5-star safety and 4.5-star theft risk.

The 307s are outshone slightly by the Honda Civic 2006-11 and the VW Jetta 2005-11, which have 5-star theft risk, but level peg with the two Holden Cruze 2003-09 models.

According to the anti-theft council, the 307 is numerically Australia's most popular Peugeot.

Its statistics indicate a total of 14,878 T5 307s on the road this year, 4,943 in Victoria, 4,795 in NSW and 2,421 in Queensland.

A total of 8,052 of the T6 facelifted T6 307 are on the road this year, 2,818 in Victoria, 2,350 in NSW and 238 in Queensland.

Of the 1,618 4007s on Australian roads, 540 are in NSW, 471 in Victoria and 370 in Queensland.

"True Peugeot people are put off by the fact that the 4007 is a hybrid between the two companies," another country Peugeot dealer said.

He's never sold a second-hand 4007 because the customers who bought them won't part with them; they like them too much.

He understands their reasons – he's not getting rid any time soon of his 4007 that he bought to tow a caravan. It's got a pretty good diesel, it's very economical and, compared with a 4007 that they service and is still going strong at 360,000km, it's still got big kilometres to go, he said.

However, he might see some 4007 trade-ins if Peugeot brings out its mooted new SUV in 2015/16.

The dealer said Peugeot's 3008 was more popular with his customers than the 4007, though some quibbled about its "ugly front". In his view the impending facelift model with the 508-style nose should overcome that problem when it arrives in March.

Meanwhile, his most popular Peugeot at present is the 2008. "People love them, especially the diesel," he said. "You should drop into a Peugeot dealer and try driving one."

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

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• Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799.

03 5966 2373.

• Ad deadline is Tue, 20 January, 2015.

Other copy before then if possible.

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

Send text and pictures as separate files.

Pix as .jpg files.

• Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 29 January.

Historic registered vehicles welcome.

Who are ya gonna call?

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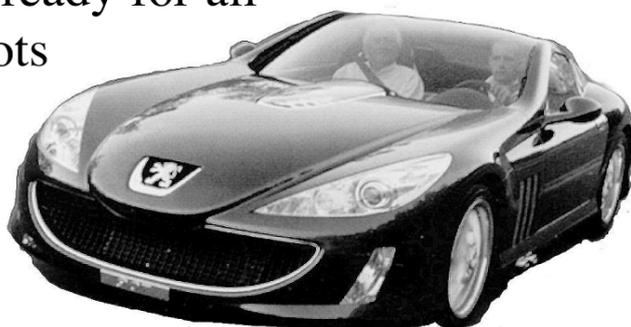
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308 buzz brings busier month

for the second time.

The Corolla was the top selling model (3,819 registrations) followed by the Hilux (3,228), Mazda3 (2,928) and Hyundai i30(2,475).

Peter Wilson

PEUGEOT'S FORTUNES may be changing after a strong month in October placed it among the month's sales winners with its third best registration figures this year.

Peugeot Automobiles Australia reported a total of 400 new registrations for the month, an increase of 15 units on the previous October and an increase of 95 on the previous two months.

Peugeot's upturn is a good sign as the national trend continues to be declining sales in line with poor business confidence; sales to business are down 7.1 per cent so far this year and those to private buyers fell 8.1 per cent in October.

Official industry figures show national registrations of 93,236 units were down on September and the previous October.

The buzz around the arrival of the all-new 308 was a factor in Peugeot's success and the continued runout of the earlier T7 308 Style and Sportium as dealers tried to clear their remaining stocks added to the figures.

Australia has some 47,000 owners with three-oh series Peugeots, a big prospective pool of interest.

Not every owner would be rushing to change their present cars, a number would have known the new model was the European Car of the Year, would have followed the reviews and would have been curious about it.

Peugeot is promoting the 308, but it usually takes several months for sales of a fresh to gather momentum.

The 308 hatch and Touring have arrived in a highly competitive market that is changing.

An example is how the Peugeot October sales outstripped those of the Ford Falcon's 396, an all-time low for a model that 10 years ago was a national sales leader.

This is consistent with the winding up of local production and the trend away from large cars. At least Ford had the Thai-built Ranger 4x4 ute as its new sales leader.

SUV sales have made inroads on the sedan and hatch market. October registrations were up 9.7 per cent compared to the October 2013 result and the year-to-October was up 5.3 per cent.

SUVs now account for more than 30 per cent of Australian vehicle sales with the small and compact models most in demand. Peugeot is doing well with the popular 4008, recent 2008 and 3008, which has a facelift model on the way.

Sales patterns differ with demographic areas. For instance, Canberra is the only one with as many 3008s on its roads as 308s and actually has more than Queensland. In most states the 3008 is a niche seller.

The increasing dominance of Asian manufacturers in the market is indicated by the debut of the Hyundai Genesis, styled and equipped to take on the medium Europeans, with 44 registrations.

The Peugeot 508 achieved 23.

The sun is a long way from setting on French cars. Renault had possibly a record month with 1082 registrations, of which 301 were Trafic vans – moving towards HiAce territory (507).

Citroën picked up as well with 121 registrations in October, its best result since the July sales.

Fiat did well with 460 units, but Skoda (354), Volvo (slumped to 203) and Alfa Romeo (130) trailed Peugeot's month.

Meanwhile, Australia's luxury segment is booming like never before despite the cautious economy, Mercedes Benz had such a bumper result – 3,150 Mercs to the 1,907 Beamers and 1,613 Audis – that it reached the month's top ten makes

Australian Peugeot Sales

Model	Q3 plates	Q3 place	YTD	2013	2012
308	300	114	654	996	1,027
4008	224	153	965	971	486
208	171	166	644	996	319
2008	124	181	390	92	
508	102	189	283	667	1,085
3008	33	239	93	180	287
5008	25	248	82	111	
RCZ	25	249	76	157	163
Expert	11	274	51	51	43
207	11	277	20	125	988
4007	0	292	2	529	171
Partner	2	293	21	120	99



Diplomat keen to buy French

At the mention of the Peugeot Car Club, the French consul-general in Australia, Eric Berti, was apologetic again.

He had planned to make the presentation at All French Car Day but didn't make it because he was caught up with all the other activities on in Bastille week.

Eric and his wife Madeleine, pictured with Muirs European Peugeot sales manager Dan Daniel and assistant manager Samuel Adaji were at the Haberfield dealer's presentation of the new 308.

He took a keen interest in the latest Peugeot as the consulate-general wants to buy French while Madeleine suggested one would make a great present for a wife.

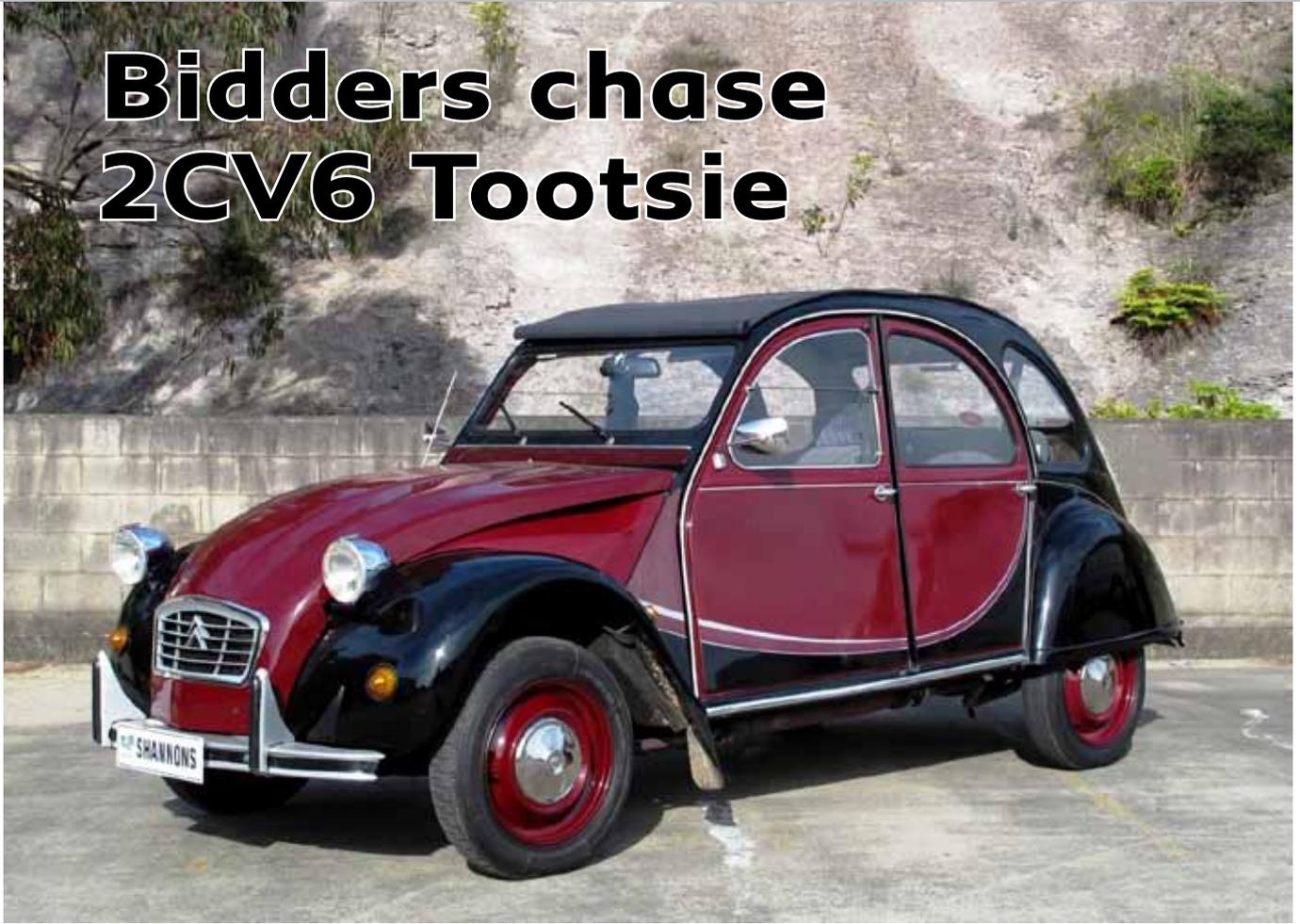
The hospitality was great and after

everyone was offered a flute of Moët – it is the Champagne associated with Peugeot – Dan Daniel showed a promotional video and then listed the features of the new model.

It was unfortunate that a huge dump of rain had flooded Parramatta Road and discouraged some guests from turning up. However, Dan was confident they would call at some stage to test drive the 308.

Although the Peugeot frontage at Haberfield is one of the smallest in Parramatta Road, its crossroads proximity makes it a winner. On the presentation day, a line-up of new un-plated Peugeots in the Muirs parking area across the street gave extra strength to the lion cause. Alas this fine sight was photographed with a camera minus its sim card.

Bidders chase 2CV6 Tootsie



Peter Wilson

The lone French car was the most popular sale at the Shannons auction that club members previewed at the November club meeting.

It was the humblest car – a 1984 Citroën 2CV6 Charleston nicknamed “Tootsie” – that belonged to Julianne, the wife of former Australian Touring Car champion Dick Johnson.

Bidding for the rag-topped maroon and black 2CV was brisk, with the gavel falling at \$24,500 – above its \$18,000 high estimate.

The car was acquired seven years ago and originally belonged to actress Trudie Goodwin – who plays Sergeant June Ackland in the popular UK television series, *The Bill*; it had been her mother’s car.

There was a lengthy battle for a very collectible 1989 Porsche 911 “wide Body” Speedster.



1976 four wheel drive HJ Overlander Sandman Panel Van sold for \$36,000

Bidding opened at \$80,000 and surged in \$5,000 increments past its \$105,000 high estimate, to go for \$175,000, reflecting its international value.

A low-mileage 1982 Australian-delivered Mercedes-Benz 380SL also punched well above its expected sale price and sold for \$45,500.

A right hand drive 1968 Chevrolet Camaro convertible brought \$59,000; an upgraded 1963 Jaguar 3.8 Mk II manual with overdrive saloon sold for \$67,000; a 1954 Austin Healey BN1 four-cylinder roadster updated mechanically with a four-speed BN2 gearbox and a Le Mans engine kit made \$72,000, while a 1958 Jaguar XK150 Roadster that had covered limited miles since its ground-up restoration in the 1980s sold for \$109,000.



\$175,000 sale price made this 1989 Porsche 911 Widebody Speedster the top car at the auction.

A restored right hand drive 1939 Buick Special Business Coupe went for \$38,000; a 1949 MGTC Roadster for \$37,500 and a stunning 1972 MGB MkII Roadster comprehensively restored at a documented cost of about \$50,000 sold for \$28,000.

Classic Holdens also performed well, topped by a rare 1976 four wheel drive HJ Overlander Sandman Panel Van that brought \$36,000, while a surviving “barn-find” 1975 Holden LH Torana SL/R 5000 fetched \$33,000 and a substantially original 1977 Torana LX Hatchback \$25,500.

A fully-restored circa 1937 Harley Davidson EL Knucklehead V-Twin got \$73,000 and a one-family-owned from new circa 1922 Indian Scout 600cc made \$27,000.

1937 Harley Davidson EL Knucklehead



Mahindra buys 51% of Peugeot scooter unit

MUMBAI: Mahindra Two Wheelers Ltd, a closely-held outfit of the \$16.5 billion Mahindra Group, is buying controlling stake of 51% in Peugeot Scooters, the world's oldest maker of motorised two-wheelers from France's PSA Group, for Euro 28 million, which will give the Indian firm access to European technology to boost its business.

This is Mahindra Group's second acquisition in the two-wheeler space. It entered the scooters business through acquisition of Kinetic Motor in 2008. To be completed in three months, the Peugeot Scooters transaction, subject to regulatory approvals, involves Mahindra Two Wheelers, in which marquee private equity fund Samena Capital holds a little over 10% stake, infusing Euro 15 million in the loss-making Paris-based company and purchasing shares worth Euro 13 million from PSA.

Mahindra will have three representatives on the board of Peugeot Scooters, which will continue to be led by the existing leadership team. PSA will remain an active partner in Peugeot Scooters and as per the arrangement, the Euro 54 billion group wouldn't exit the business for a certain period, said Mahindra executive director Pawan Goenka at a press conference. “Mahindra will not restructure Peugeot Scooters for two years but will look to turn around the business, focusing on growing volumes.” Peugeot, which traces its origins to 1898, has been in the red for 10 years and has been struggling to compete with Italy's

Piaggio, the No.1 in Europe. Peugeot's plant in Mandeuire, France, employs 500 people and its facility in Jinan, China, a joint venture with Qinji, has 300 staff.

Peugeot's long history in scooters, the “Frenchness” of the brand and strong technological capabilities have been the main factors that attracted Mahindra. The Mumbai-based automobile-to-software group said that it would speed up Peugeot's expansion outside its home region of Europe, where it has 4% market share.

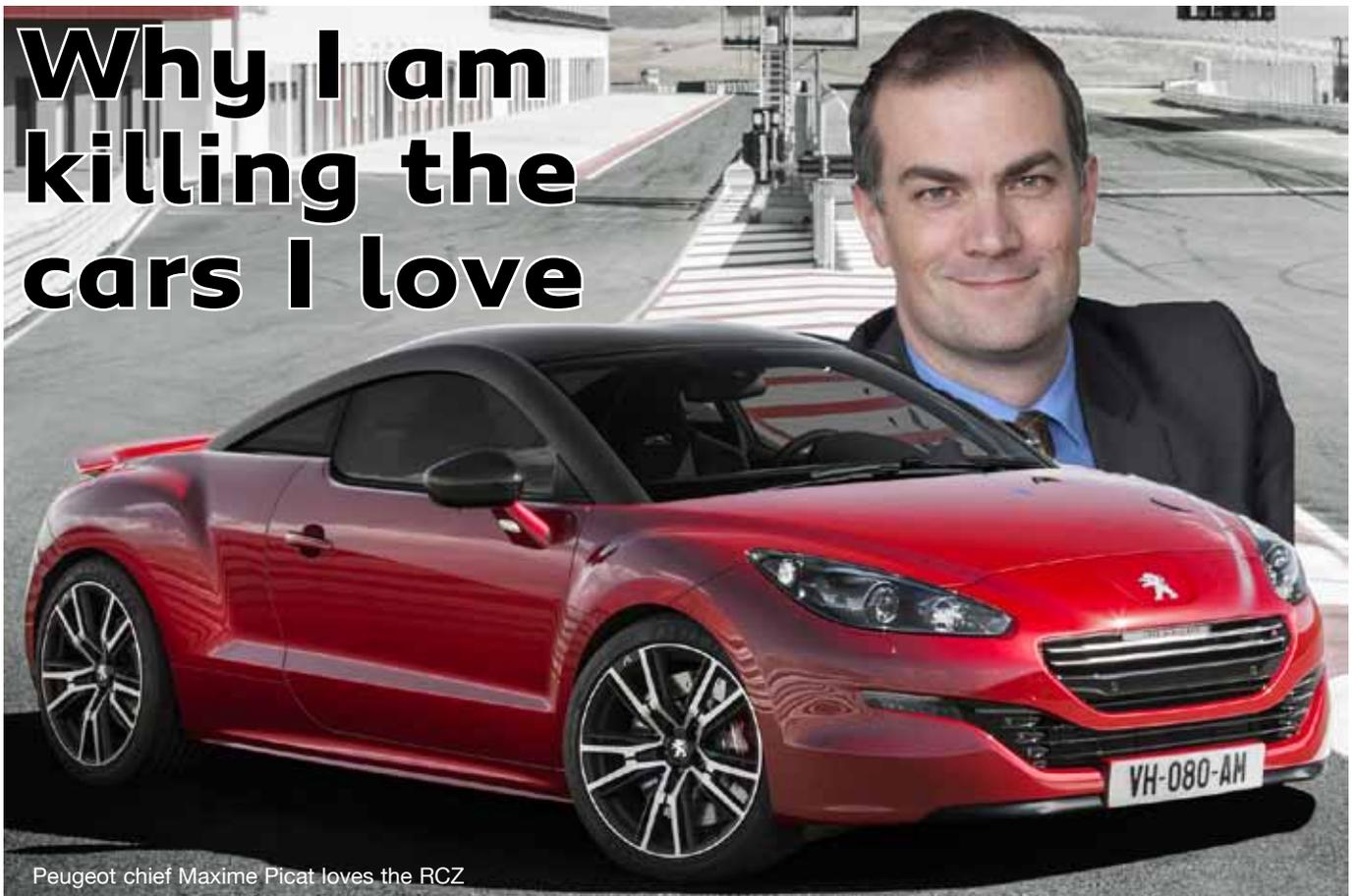


The European scooter market has been hit big time since the onset of the global financial crisis in 2007. In 2013, Peugeot produced 79,000 scooters. About 75% of the market potential is outside Europe with growth opportunities in countries like Vietnam, explained Goenka. Mahindra may also bring in Peugeot into the country, where the ratio of two-wheelers to cars is 6:1. In the April-August period, scooters and scooterettes grew 31% at 17,51,881 units, up from 13,40,170 units in the year-ago period. However, Peugeot is not new to the Indian market as in the mid-80s, it had collaborated with south-based Shree Chamundi Mopeds.

Goenka said that while Peugeot will continue to be a premium product, Mahindra would focus on the mass market. Mahindra, however, has had limited success in the two-wheeler segment. The business has been losing money with accumulated losses peaking to AU\$148 million at the end of March 2013. In the April-August period, Mahindra saw its numbers coming down by half to 10,787 units from 22,546 units in the year-ago period. Mahindra had stated that a robust portfolio in scooters would be critical to its overall two-wheeler strategy. With the Peugeot deal, Mahindra will get the critical research and development capabilities and a strong European footprint.

— from the Times of India

Why I am killing the cars I love



Peugeot chief Maxime Picat loves the RCZ

Automobiles Peugeot chief executive Maxim Picat loves the RCZ – in fact he drives one every day – but the model is in for the chop along with the CC series. And there won't be a 608 sedan.

It's part of the company's more purposeful approach to strengthening its range, he told Glenn Brooks of GoAuto.com.au in Paris in October.

"We have been too Europe-specific with cars like the RCZ or CC models, which has also meant we neglected the rest of the range," he said. "We had 207 and 307 models that were not good enough.

"Clearly, what I want for the brand is to have the best models possible – the best 208, 308, 3008 that we can engineer.

"To have the right image, the best image, you need to focus your resources and people. Not just having fun by developing all these other cars.

"Peugeot will be stronger not because it will have iconic niche cars like CC or RCZ. Peugeot will become stronger because the range will be stronger. This means, more GT, more GTi cars.

"It's nice to have these [halo models] but it's not a must have to make separate models. In the future, you will see more in terms of materials, in terms of powertrains – in fact, all the sporty models will be engineered that way, not just a sticker on the back of the car. This is the direction we will offer to the customer."

Glenn asked when the range would be slashed from 26 to 13 models.

"Today," Mr Picat said. "From 108 to 508, by counting what we offer, you will now find 13 cars in our '8' range. These make up 94 per cent of what we produce.

"We have now stopped producing some older models, like the [Hoggar] small pick-up for South America, and in Europe the 807 and 308 CC, also the 207 CC will not be replaced. These are seg-

ments which have been decreasing.

"Plus, we are still selling in various markets, 206, 207, 307, 308 generation one - we need to synchronise our newer models worldwide.

"By reducing from 26 to 13, there will be no impact on our volumes because almost all our volume is now from that x08 range plus 301."

Mr Picat indicated that a large Peugeot SUV is more likely to be produced than a sedan larger than a 508.

"We have to decide where we stop our range, he said. "We don't want to go to a five-metre saloon car for China, even if we are strong in China. Why? Because this is not our positioning. Look at Buick. In China, there are two D segment sedans: LaCrosse and Regal. This is not what we want to do.

"We are targeting a customer who wants a more dynamic car, so we don't want to have a big car.

"What is interesting is that in Europe, we see the D segment decrease year after year. One of the reasons is, nobody who owns a car today wants to switch to this segment.

"Why? Because if they want to go upmarket, they choose an SUV. So clearly a future 508 cannot be just the same as the current car. We have to see that SUVs are important - the Quartz [an SUV concept at the Paris motor show] is showing the way for more dynamic models in the D segment."

He saw separating DS from Citroën would have a positive effect on Peugeot's brand positioning.

"We are growing out of the situation where Peugeot and Citroën were just 'comforting' each other with the same range, same segments, same positioning, etcetera," he said. "So that's good news — we have three brands, each with its own positioning.

"Peugeot is targeting being the best main-

stream brand, like maybe Volkswagen, DS is more premium and niche."

Peugeot aims to move upmarket with every single car in the range and some of the equipment and engines will be shared with DS more frequently."

Mr Picat did not rule out continuing the partnership with Mitsubishi that has produced the iOn and 4008.

"We need electric cars in the future, we need SUVs in the future," he said. "It might or might not be in co-operation with Mitsubishi. I don't think there is a future in the long term for specific electric cars. Instead, we would have electric powertrains within 'normal' body types like Volkswagen is starting to do [e-Golf, e-up!].

"PSA Peugeot Citroën is the leading group in low emissions within Europe. So I don't think we are in a rush to have to lower our CO2. We see that the electric market is not growing at the pace that some thought it should do but we still see that EVs will have their place in the future.

"We will also have hybrid solutions - micro hybrids, mild hybrids, full hybrids, plug-in hybrids – there will be a ramp-up of the technology. We already have some of these technologies and clearly PHEVs is a good direction to follow. I think, we will need them by the end of the decade.

"Maybe we will go faster than before then but this will be driven by customer needs and regulations."

The 807 and C8 finished production in the French summer though there were some inventories to sell.

The SEVE Nord plant that produced them is now making LCVs, including the Peugeot Expert and Citroën Jumper and, since the loss of Fiat as a partner, also a van for Toyota Motor Europe.

— from GoAuto.com.au

Lisa M. Smith

THIS 1937 PEUGEOT 302 DS Darl'Mat Cabriolet is the barn find of all barn finds among the French Supercars from days gone by that I saw displayed at the Mullin Automotive Museum in Oxnard, in the Los Angeles.

It is a prime example of Peter Mullin's depth of research and attention to detail in the museum that he and his lovely wife Merle created and devoted to French cars of the Art Deco era.

It was originally part of the 60-odd cars he purchased from the famous Schlumpf Collection of over 600 automobiles hidden away by the Schlumpf brothers for many years and the subject of much speculation, books and museums.

From Peter's fascination with French automobiles he has amassed an unbelievable collection of some of the most outstanding cars every produced. Yes, I am still floating on air from listening to the wonderful car stories graciously told by the Mullins as well as their right hand at the museum, Ruby. She is an amazing resource.

This Peugeot was, for lack of a better term, a faltering rust bucket when Peter first laid eyes on it in a barn in France. The 302 DS was a more aggressive model of an earlier Peugeot envisioned by Emile Darl'mat and produced by Peugeot to be competitive at LeMans with Delahaye, Delage and Bugatti.

I first became enamoured with this car on the lawn at Pebble Beach and those spectacular air vents in the hood. But was even more intrigued when Merle explained the difficulty driving such a car because the gas and brake pedals were only inches apart.

Another interesting tidbit is the seat is literally on the floor, flat against the bottom, no open area for your legs to fall like seated in a chair. Your



Distinctive: Details of the bonnet and front guard.

legs are splayed flat out against the carpeted floor. Not my idea of a long range touring or race car.



Pebble Beach: The restored Peugeot on parade as a prize winner.

The Peugeot was obtained from the Schlumpf Reserve Collection and is part of the display of cars in an interior based on historic pictures of the Paris



Care to shave? The paintwork has a mirror finish.

Auto Salons from the 1930s.

Some cars from the collection stored in the Alsatian villages of Malmerspach came up for sale after much bruhaha over who owned what and what the French government could get its hands on.

Peter had just 72 hours to make a decision with the caveat that the purchase was all or none. The background picture displayed on the wall shows what Peter encountered when he arrived – the cars all lined up, un-restored and in questionable working condition.

Some are on display as found. Very cool. One is the Bugatti in the Lake. A rare, make that super rare, 1925 Bugatti Type 27 Brescia Torpedo which was plucked

from the bottom of Lake Maggiore in Switzerland after 70

Rust bucket to supercar

years at the bottom.

It is quite interesting to walk around the car. The side emerged in mud is well preserved while the other side much more eaten away. When they got the car back to California there was still oil in the engine compartment.

This is just a snippet of my visit to the museum in Oxnard, California.

I went during the special exhibition, La Vision de Voisin, an exploration of the vision and creations of Gabriel Voisin, an unsung hero of automotive design. There were 17 Voisons on display, including the Mullin's 1935 Voisin Type C25 Aerodyne that took my eye when it won the Pebble Beach concours Best of Show in 2011.

If you love cars, go. This belongs on the bucket list of any car aficionado. To be up close and personal with such automotive splendour, gives me goosebumps... still. Yes, I'll go back again and again. The Mullins rotate the collection so be sure to check their website to see what is coming up for your visit.

• This is an extract from interior designer, go-to colour maven and artist Lisa's blog at <http://www.decorgirl.net/>

Supercar display: The Peugeot in good company at the Mullins Museum.



To the Corner in a soft 406



Bill Barry

TO REFUTE THE argument that outback touring cannot be done in a soft FWD Pug, in September I went for a bit of a wander in a 2002 280,000km 406 HDi automatic wagon to Longreach, Qld via Cameron Corner.

This trip was a follow on from two previous trips: one to Cunnamulla via Lightning Ridge and Bourke in a 405 and the other being Moree, Goondiwindi, Roma, Charleville, Thargomindah, The dig Tree and home via St George and Lightning Ridge in the same 406 HDi as this trip.

Pre-trip preparation consisted of studying

weather history and forecasts and speaking to locals in the areas I would be traversing to gauge a suitable time and giving the 406 a minor service and a good look over. The tyres were getting near the end of safe life but considering I was going to be traveling on dirt roads of unknown quantity I decided to

Landscape around Tibooburra



defer replacing them until I got back.

Day one was from home to Bourke via Narrabri, Wee Waa, Walget and Brewarrina — all roads I'd travelled previously so nothing new

Day 2 — Bourke to Tibooburra

This was the start of the trip proper. 25km from Bourke

it was the last of sealed roads for three days. 450km of red soil, corrugated surface with deep bull dust but apart from avoiding a couple of suicidal emus, the 406 was comfortable, relaxing to drive and economical. Less than six hours after leaving Bourke — including a stop for coffee at Wanaaring — I was enjoying a cold schooner in the bar of the Family Hotel at Tibooburra, where I'd arranged to stay two nights.

Day 3 — Tibooburra to Cameron corner and return via Milparinka.

Today was 365km of sand hills, white dust and gibber stones with a huge clay pan thrown in for good measure, but we got there and back in the usual 406 comfort. Dust was a big problem

as there being no breeze it hung in the air for a long time.

Day 4 — Tibooburra to Thargomindah Qld via Warri boarder gate and Noccundra.

As far as the gate this was the worst road of the trip thanks to someone driving a truck over it when it was wet. I understand the fine for ignoring a road closed sign is one thousand dollars a wheel; I hope the person who chopped this road up copped a fine that, as it looked like at least a twelve wheel rig would have been substantial. Once through the gate in to Queensland the road had been repaired and the remaining dirt was good. On arrival in Thargomindah I reported the road condition to the tourist information centre, as should always be done when traveling in the outback

Day 5 — Thargomindah to Windorah via Quilpie.

About a hundred km of dirt then it was highway driving, with the 406 returning a fuel consumption of 5.6l/100km (try that in a 505). The stay in Windorah was interesting, the hotel motel I stayed at was hosting a barbeque for a team from an oil exploration company and the local aboriginal elders. Being in the country of course I was invited to join the festivities, where I learned many interesting facts about land rights, sacred sights, etc.

Day 6-7 — Windorah to Longreach via Stonehenge.

A pleasant drive on good sealed roads (broken by lunch at the Stonehenge pub) followed

by two days in Longreach. This included a visit to the Stockman's Hall of Fame and the Qantas museum, both of which I found to be considerably less than the hype that one finds in the glossy brochures.

It was here I came up with the only problem of the trip and the reason I was pleased I didn't replace tyres before leaving home. The right rear tyre had developed a bulge in the sidewall, which I considered unsafe, so two new tyres were purchased.

Day 8 — Longreach to Morven via Ilfracombe, Barcaldine, Blackall and Tambo.

The entrance to Ilfracombe is interesting: a line of vintage machinery permanently on display in a park along the side of the highway. The tourist information states the line is a mile long. I think there have been a few added since the brochure was printed.

Barcaldine was the highlight of the trip for me. The tree of knowledge is a very innovative display and the Australian Workers Heritage Centre is more than interesting. It receives no government funding and is funded entirely by donations. Staffed by volunteers, they make the visit interesting and informative. Very different to a couple of places I'd recently visited.

Day 9 — A straight drive from Morven to St George then Moree, Narrabri and home.

Apart from the tyre failure, which cannot be contributed to the vehicle, the only problem the 406 experienced was slight dust entry around the tailgate which was fixed in ten minutes with an

adjustment.

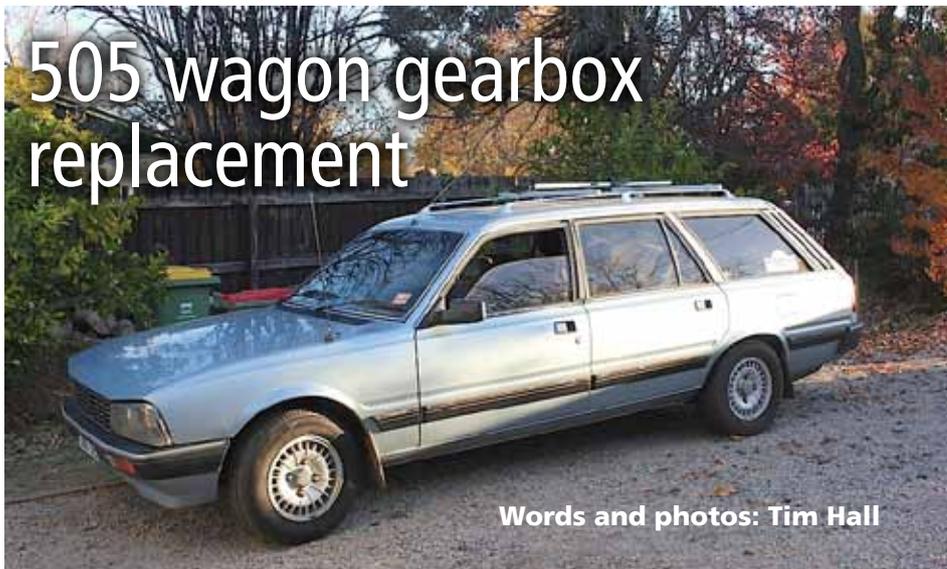
3213km, 1379 of which were on unsealed roads at an average fuel consumption of 6.38l/100km and an average speed of 85km/h.

Who says later model FWD Pugs equipped with all the comfort and convenience features are not suitable for outback touring? This and previous trips have shown that, driven sensibly, they will go anywhere a dinosaur model will.

The next planned wander? Alice Springs via Mt. Isa.



505 wagon gearbox replacement



Words and photos: Tim Hall

We have well and truly christened the new shed. When we bought our house 18 months ago, there was a rough lean-to shelter in the corner of the block. My better half, when I protested about the issue pre-sale, said that it didn't matter as I could build a new shed to make it work for us. Beaut!

Father-in-law Stuart likes old Volkswagens (has a 1966 split windscreen double cab ute in very good unrestored condition), but we won't hold that against him. He's also a dab hand with a hammer and did the vast majority of the work on the shed for us. Thanks Stu! Whilst we enjoyed reading Phil's article about working on his car on the side of the road, we very much enjoyed a painted concrete floor and the shelter of our shed.



The shed

The car is a 1990 505 GTi wagon that we bought as a camping car. We did one of Hank's trips in it the year before last and it went beautifully. Three kids on board and a fair bit of gear makes it sit down a little though... It has also taken us around Tasmania. The trailer was too expensive to take on the boat, so we just loaded up the wagon. Number two's first words were 'boat, big boat'.

Just this year the car developed a noisy gearbox – only in reverse and more prominent on deceleration. I haven't trusted it not to completely disintegrate at an inopportune time, so it has been parked for a couple of months.

September school holidays provided an opportunity to do something about it. Dad obtained a second hand but re-conditioned gear box (BA 7-5) and we set about changing it over. I note that 504/505 wagons have a live rear axle, rather than the independent suspension of the sedans.

I digress to mention that dad's problem solving skills seem to be linked to cups of tea. Find a problem – pause for a moment to consider (cup of tea in hand), and the answers often appear. I've been learning from him for a number of years, so he has me well indoctrinated. Years ago I remember travelling through Cape Tribulation as a child. The cup of tea beside the river was very nice apparently (I was too young to be drinking tea then – I think I was busy falling in the creek or some such thing). But the nice relaxing cup of tea meant that Dad was a bit slow going up the muddy bank on the other side. The car (Pajero at that point in time) slid backwards, the trailer jack-knifed and I think there was some choice words muttered. My memory is Dad letting the trailer (full of gear) run back down the hill on its own, so that we could reverse down to pick it up and have another, faster go. Second time was no issue from memory, but it was a long time ago!

Back to the car... I'm OK changing the oil, but Dad is much more experienced at more major tinkering than me. However, here we go... I drained the coolant ('why do you have to do that?', 'because the manual says so', 'let me read it – oh, this looks more challenging than we thought',

cup of tea, etc...). Back to work – jack under, 4x stands in place, wheels off, fan out (for clearance), exhaust out (between cat and manifold), disconnect enough of the rear suspension bits to move the rear axle backwards, disconnect the universal joint at the back of the gearbox and slide the axle back to release the uni. Second cup of tea...



Removing the cover from around the universal joint.

We realised that there is a bolt on top of the rear gearbox mount that can only be accessed by removing all of the centre console inside the car. Bigger... Now I understand why the manual said to remove the console. Getting the console out is fiddly – start at the radio and work backwards. Third cup of tea, and fourth just to gather the necessary inspiration.



This is the bolt we missed to release the gearbox mount.

The next step is to drop the front cross member down to allow enough clearance to undo the bolts between engine and bell housing – last time I did this I used a normal allen key. This time I had purchased a set of 1/2" square drive sockets with an allen key end – with a looong extension arm this was much nicer.

Difficult to access bolts in the bell housing.



Old gearbox coming out.



Anyway, with a bit of a wiggle, the gearbox came free. Hank will be pleased to know that there was still sand from the desert on top of the gearbox. In comparing the old and the 'new', we noticed that the old has a fairly solid brace between the bell housing and the gearbox. The new one doesn't. With a fair degree of concern, it looked to us as though the wagon boxes are braced differently to the sedan boxes. We were hesitant to fit the new box, for fear that it might structurally fail. This calls for more than cups of tea – it's time to break out the red wine...

Old gearbox with brace.



Replacement gearbox without brace.



Dad took both gearboxes home to Cohuna to talk to Peter Coates. Peter is more skilled than us at gearboxes, and we thought we might have to put the internals of the new in the case of the old. However, in the process of

disassembling the old for a stickybeak, it became apparent that the case had cracked where the main shaft comes through to the gearbox extension. I felt relieved that at least we had found something fairly serious wrong with the box and that I wasn't over-reacting to the noises it was making.

Our best guess is that a tooth had broken off, become wedged between the gears at some stage, and then the thing that 'gave' was the case. Some conversations later (Aussie frogs, plus a few others), and we have reassured ourselves that the bracing is not essential. The sedan box should fit fine. Phew!

The crack



Missing tooth

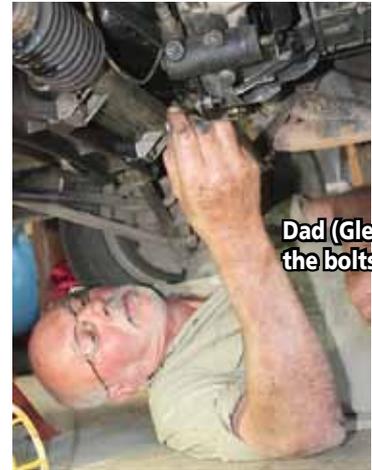


A week and a half later and Dad was back with the new box to put in. With commitments on Sunday (Benalla Better Bike Ride), we only had Saturday to fit it, so we had to start (relatively) early. We put the new gearbox on the trolley jack to lift it up under the car. To our surprise, it went back in relatively easily. We adjusted the angle of the engine using the normal jack under the sump, and then it just slotted on. Bolts back in the bell housing, rear gearbox mount on, universal joint in, front cross member lifted back up, slot the tail shaft back on and refit the engine bits. Even the new starter motor went on alright. The starter motor can only be fitted with the engine dropped down, so I thought it was worthwhile replacing as the solenoid had started acting up occasionally. I think it was a three cup of tea job through to the afternoon.

It was all going swimmingly, except that there were three fairly solid bolts left over. Ever had that problem?? It took us about an hour to find the empty bolt-holes. The left-over bolts were meant to hold the cover plate on to the lower

part of the bell housing. In the new bell housing, an insert had been put into the holes and a different bolt size was needed. We managed to work out the thread pitch and size, but it took us quite a while. We also had to cut the bolts we found to the correct length. Not much is open late on a Saturday in Mansfield, so we couldn't just go down the street to buy the right size bolts.

Dad (Glenn) refitting the bolts we missed.



Last steps were to bleed the brakes and to fill it with coolant. This would have been OK, except that I had missed tightening one of the radiator hoses and I lost a bit of coolant out the bottom until I realised.

It took us nearly three days in total. If I had sent it to a garage, I suspect that the bill might have been greater than the value of the car. And at least by working on it ourselves we are able to keep an old car on the road and we have developed some new skills in the process.

What we learnt:

- There is a bolt on top of the transmission tunnel that needs to be removed in order to drop down the gearbox mount
- The sedan gearboxes do fit in a wagon
- Remember to fit the bolts in the cover plate
- 3 pairs of jack stands and a trolley jack were very useful

It is always nice to work with Mum and Dad, so it was time well spent. Thanks for the help Dad! And here's to a few more camping trips in the wagon...



Mum helping to adjust the angle of the engine to release the box.

— from *Torque*

Bods Françaises en Irlande

Philippe Martinez

HOW MANY PEUGEOTS does it take to stop traffic on the one-way road through the magnificent Black Valley of Killarney?

The answer is a dozen if they are cherished heritage Peugeot's on a visit from France.

Several Irish drivers waited patiently at one end of the winding three-metre wide road for the rare sight of three 203s, two 403s, a 404 and two each of 504 sedans and cabriolets, plus a 308 that stood in at the last minute for a 202, to pass in convoy.

To the French visitors, that trip through lakes and mountains was magical.

It was just as well that the Amicale Rétro Peugeot Atlantique Club had restricted the numbers of cars on its 10-day touring holiday in Ireland a few months ago.

Too many cars had created problems when passing through towns and when parking on the previous year's tour to Spain.



the port of Roscoff to set off for Cork ready to explore the picturesque countryside and dramatic coastline, and to socialise in the evenings with a friendly welcome in the relaxing atmosphere of Irish pubs.

Frederick already had trouble to report. Travelling in a convoy from Nantes, he had to stop near Rennes with a bulging tyre on his 504 and a flat old spare. His car was towed to a garage where he was delighted to find a pair of new 175R14s still in stock; it a rare size these days.

The others arrived together from Brittany, Vendee and Maine et Loire, and we made the night a convivial "Irish crossing" with a few pints of beer to ward off seasickness.

We arrived in pouring rain at the port of Ringaskiddy, near Cork, and headed for historic Cobh to see its colourful cottages and the emi-

gration museum, the departure point of so many Irish folk to the US.

René's 203 was running on three cylinders and after the group's inspection it was decided not to risk it any further in case of more extensive failure. The secure underground car park normally cost €18 a day, but the sympathetic attendant gave them a special rate of €10 to leave it there – a beautiful gesture of goodwill.

We headed towards a Killarney campsite via a quick call in Macroom. It was still pouring after the 100km trip but that did not prevent us from leaving our bungalows to enjoy our first Irish pub evening

The next day we followed the beautiful and mountainous coastal roads of the Beara Peninsula. At Molly Gallyvan, atop a pass, the sun came out and we had a great picnic lunch with a breathtaking ocean view before heading to the beach.

The sheep walking on the hills and roads added a charming Irish touch.

Back at the campsite 220km later, Gerard, Chantal, Gaston and Frances hosted appetisers before everyone headed to the pub for traditional Irish music followed by a rock band with a vigorous elderly drummer.

On Monday we explored Killarney, its shops and cathedral, and picnicked in the sun again before heading for Tralee on narrow roads. It was tops down for the cabriolets and découvrables so there were cases of sunburn by the time we got back.

On Tuesday we explored 200km of different terrain on the Ring of Kerry and encountered the bliss of three-metre wide roads. Returning by way of Lough Caragh Lough Acoose, we encountered black cows with white stripes – the official colour of the Guinness brand – and we wondered if something other than milk was in the udders?

Back at Killarney, René and Isabelle hosted drinks and some later went to the pub.

Frederick found another bulging tyre on his



Organiser and reporter: Philippe Martinez

Twenty-nine members boarded the ferry at



Right of way: Steel gives way to wool in the Irish hills.



504. Fortunately the first garage had two 175R14 tyres and tubes in stock and his car was set up for years ahead.

It was sunny enough to take the hiking trail in the woods to discover new



Village setting: The visitors are exploring the shops.

views of Lake Killarney, picnic in the park and visit Ross Castle. Dominique, Catherine, Michel and Fabian hosted aperitif before everyone had fish and



chips in town.

Under grey skies on Thursday we explored a loop of the mountainous Dingle Peninsula, picnicked on the harbour and tried to fit the Peugeots on



more narrow roads.

Back on the Killarney road, an Irish taxi driver flagged down Jean's old Peugeot 404 sedan. His reason was to offer a new 404 clutch he had with him for several years. Really, they are warm and welcoming these Irish.

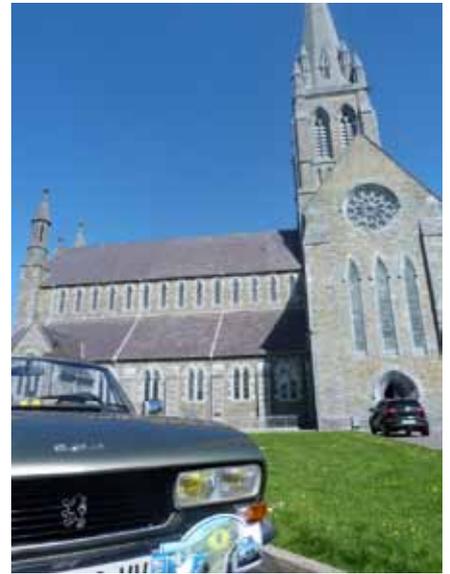
Michel, Anne, John and Christine were hosts as a prelude to a last night out in the city's pubs.

We found different and greener terrain in Clare on Friday. We went on a ferry to the dramatic high cliffs of Moher. These cliffs rise to 214 metres high. That's impressive. We took the 2km walking tour.

Back in Killarney we encounter cars gathered for the Rally of the Lakes in the morning – Escort, Capri, Stratos, 911 but no Peugeots.

Derry the campsite manager offers his reception room for appetisers and we presented him with a thank you gift.

On Saturday, everyone is ready at 8am to head homewards. Our old



Scenic improvement: Killarney Cathedral at its best with a cabriolet in the photo.



Peugeot parade: The visitors lion up in front of the Blennerville windmill.

Peugeots are loaded up. It's pouring! We head for Cork along at first National Park and along the coast. But after 10km we find the road is closed for the rally. So we turn around and take the main road to Macroom, then join the Irish coast by the Wild Atlantic Way to the ship.

We continue our journey with a stop at Old head of Kinsale. The rain did not allow us to take a tour of the city. Luckily we found the shelter of an old gas station for our picnic break.

At Cork René collected his 203 and it started without hesitation. On the way to the ferry it stalled when it stopped. Guess who has been in an



Pugs at the pub: Plenty of parking beside the magnificent stonework of the Glengarriff Park Hotel.

automatic 308 for a week and forgot to disengage the clutch when stopping with a manual gearbox?

By 3pm all cars were loaded on the ferry. Whew! We have made it on time and have a great evening on board. We have a last pint at the bar and watch the Breton team in the final of the Coupe de France with the great atmosphere with a Breton crowd on board.

René drove my 504 cabriolet and the 203 behaved until we stopped for coffee at a gas station. It would not start. There was no spark. We changed the coil, condenser and some plugs to no avail. So it was decided a 200km tow would be needed.

By early afternoon all our old Peugeots were home. We travelled 2,200km and my car consumed a little more than 300 litres of fuel.

If organising this trip took me some time, it was a real pleasure to see the satisfaction of the group discovering this wonderful country of Ireland.

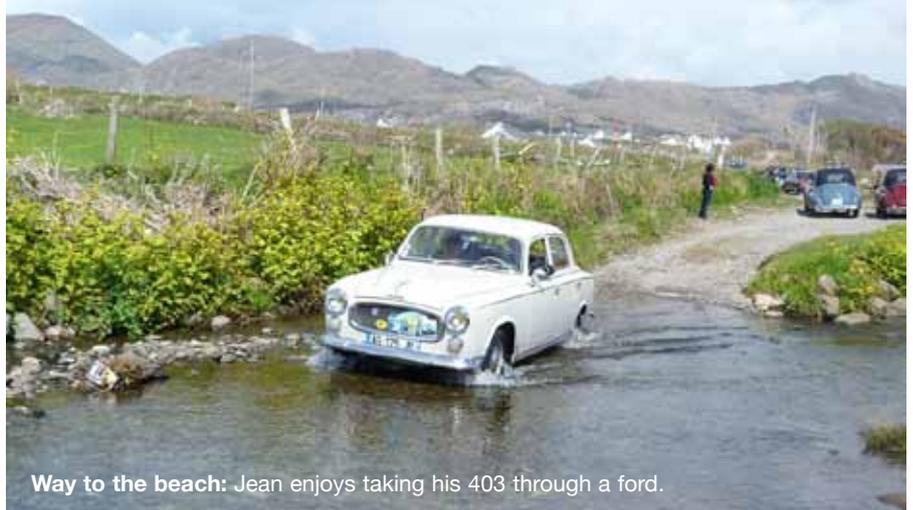
Landscapes and landforms are sumptuous but would be nothing without the Irish so courteous in conversation, welcoming each of our stops, and arranging each possible service requested. It was a fabulous experience.

If after reading this report you want to try your luck touring in a Peugeot of any age, do not hesitate. You'll probably have the same pleasure we had.

This is adapted from the report of club president Philippe Martinez, who organised the adventure.



Up Connor Pass: Another lovely Irish landscape.



Way to the beach: Jean enjoys taking his 403 through a ford.



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Ron Gruber

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THE EXTRACTORS FOR the 403 cars have been sent off to their respective buyers, fitted and have made some very happy 403 owners, leaving none behind.

There was some interest in the extractors by 203 owners but there are still a couple remaining if anyone requires a set. I myself have fitted a set to my own 203 wagon and have found them to work fabulously.

The 203 extractors have been modified for 403 engines. It is possible to use them on a 203 engine. However, they will need to be modified for the extra inlet manifold for the carburettor, which can be easily done.

There was some interest in the extractors that I have not been able to follow up on and would love it if you could contact me again to reserve a set.

You can reach me by email gruber4@gmail.com or by phone 0410 531 535.

Second place in Turkey



Swedish driver Timmy Hansen finished second at the eleventh round of the FIA World Rallycross Championship in Turkey to score Team Peugeot-Hansen's fifth podium finish of the season.

Hansen dominated the heat stages of the event in his Peugeot 208 WRX; fastest in heats two, three and four, he topped the Intermediate Classification and won semi-final one before finishing second in the final after a close race with Andreas Bakkerud, Toomas Heikkinen finished third.

The result means that Hansen is now just three points behind third position in the drivers championship standings with just the final event in Argentina left to run and Team Peugeot-Hansen maintain third position in the teams championship. Timur Timerzyanov also made it to the semi-finals and finished fifth in semi-final one. The event was held at former Formula One circuit Istanbul Park, where the new rallycross track incorporated the final three corners of the F1 tarmac and a purpose built in-field loose section.

Driving his Peugeot 208 Lites, Red Bull Peugeot Hansen Junior Team driver Kevin Hansen finished second in the final from the back of the grid in the semi-finals to end the season second in the championship, despite not being able to start the series until round three when he was old enough to compete.

image

Timmy Hansen said "That was one incredible race. It was a huge fight the whole way through. I made a mistake on lap one which gave Bakkerud the opportunity to take the lead. I took my joker straight away on lap two to try and get some clear air, but then had a big fight with Topi Heikkinen and Henning Solberg. When Bakkerud took his

joker I came out really close behind him and was close to passing him, but there was no way past. It was a really fun final and we came really near to winning. It's great to get another podium for Peugeot."

Timur Timerzyanov: "The track in Turkey is really nice for the drivers. It's very technical and also quite slippery on the gravel sections. People were cutting the corners a bit in the semi-finals and it was bringing the dirt onto the racing line which made it even more slippery, but it was nice to race at a track where Formula One has been

before, the facilities were really good."

Kenneth Hansen, (team principle) "Timmy did a great job this weekend and Timur drove well too. It's really a shame that Timur had an engine problem so we had to take a 15 point penalty and change it before the semi-final. The reason is really that we had troubles at the beginning of the season with some parts supplier problems. We are paying for that now, but that's life."

FIA World Rallycross Championship round eleven, Turkey: Final result:

1. Andreas Bakkerud (OlsbergsMSE, Ford Fiesta)
2. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208)
3. Toomas Heikkinen (Marklund Motorsport, VW Polo)
4. Anton Marklund (Marklund Motorsport, VW Polo)
5. Henning Solberg (Monster Energy, Citroën DS3)
6. Petter Solberg (PSRX, Citroën DS3)

FIA World Rallycross Championship Drivers standings (round 11/12):

1. Petter Solberg (PSRX, Citroën DS3), 250 points
2. Toomas Heikkinen (Marklund Motorsport, VW Polo), 200 points
3. Reinis Nitiss (OlsbergsMSE, Ford Fiesta), 182 points
4. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208), 179 points
5. Andreas Bakkerud (OlsbergsMSE, Ford Fiesta), 173 points
6. Anton Marklund (Marklund Motorsport, VW Polo), 159 points

FIA World Rallycross Championship Teams standings (round 11/12):

1. OlsbergsMSE/Ford, 359 points
2. Marklund Motorsport/Volkswagen, 355 points
3. Team Peugeot-Hansen, 335 points
4. PSRX, 237 points
5. Monster Energy World RX Team, 102 points
6. Albatec Racing, 42 points



Lions Roars

More at home in a Pug

Leon de Waard decided to stick to public transport and walking in Europe with Kerrie after a bad first experience with a left-hand-drive car.

He was going to do a bicycle tour, but the owner did not show.

He hired a Suzuki for a drive to the alps and lakes region. He felt like a nervous learner in the first hour, with a near miss in a roundabout ("not my fault") and a couple of angry impatient drivers because he was hogging the left lane on the freeway.

While the little Suzuki just couldn't cut it with the bigger European cars, they saw some magnificent scenery in the 200km they covered.



What's this? An inappropriate plate?

For many years, the club's city historic registrar has had two non-Peugeots stashed in a far corner of his well-organised four-car garage.

At one stage, Steve Palocz was so pressed for space for his Peugeots that he stacked the Jaguars in a pair, the restoration project above the spares car, the way he stacked his spare engines.

It is thought he completed the rust repairs with his usual skilled craftsmanship at least a dozen years ago.

After that he was busy working on his sometimes changing fleet of Peugeots, installing fully overhauled spare engines, spray painting, panel beating, repairing oddly designed hydraulic systems and so on, so many jobs the subjects of informative technical articles in the club magazine.

It took retirement for Steve to cull his pride of Lions of his V6s, making some room for a road-going cat from England.

He visited Doug Smith to surprise him with this E Type.

Doug was so impressed that he let the English cat out of the bag and posted a photo of the Jag on Facebook.

Steve was surprised that so many of his Peugeot friends suddenly knew of his acquisition.

But there's a bit of head scratching over his choice of registration plate. He'd had SP-508 in reserve, perhaps in mind for a dream car.

That must wait a bit. For now Steve is quite happy listening to the menacing roar of his Jaguar when he changes down in a road tunnel.



Safe parking for the Styleside

When Alastair and Myra Inglis joined The Pugilist editorial team in Inner Sydney after completing another Victorian club touring adventure, Hank's Lowest to Highest, he was wary of parking his 203 Styleside ute on the street.

Alastair, who is editor of the Peugeot Club UK magazine, was told his Pug would be safe in the yard off the Cat Alley mews if he tucked it in behind "the 203 wagon".

The joke misfired.

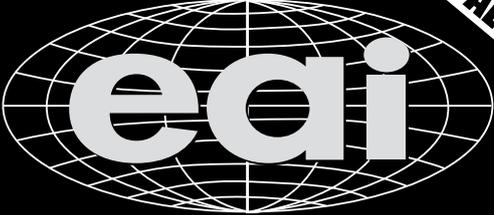
As he drove in, he could not see on a box the model 203 wagon borrowed from Paul Geraghty, who had acquired it from a roadside craftsman in Madagascar.

Still, as the owner of the 203 wagon Sacre Bleu that he brought from the UK to Australia for the 2003 Redex Rerun, Alastair admired the work that had gone into making the model from scrap steel.

After a dozen annual visits down under, Alastair is planning a Peugeot adventure in New Zealand next year.

He also expressed a desire to tour north-western Australia, perhaps in a four-wheel-drive. He was in no doubt that the Styleside could do the trip, but he thought it would be better to have air-conditioned comfort in the heat and dust.





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Revenue loss the M-plate hitch

Peter Wilson

THE STATE TREASURY and the Motor Accident Authority are the major hurdles to the introduction of M-plates – a concessional registration for modified vehicles that are 30 years and older, Tony O'Donnell told the club's November meeting at Shannons.

"It will be ready any decade now," he said.

Peter Wells, the director of the Roads and Maritime Authority, and Duncan Gay, the minister for roads, have both agreed to support the scheme, Tony said.

But the bureaucrats' concern is the big hit to state revenue if cars already on full registration switch to cheaper M-plates.

They have seen what happened in Victoria when the concessional registration was changed to a log book scheme allowing 90 days' road usage.

Tony described the Victorian scheme as "a shambles". The state's concessional registrations have gone through the roof.

Previously 10,000 vehicles were on H plates. There are now 47,000 vehicles, including recreational vehicles previously on full registration that people use on their holidays.

Tony, our host for the night at Shannons, is the Lancia Club's historic registrar, is on the committee of the Council of Motor Clubs and is president of the car movement's umbrella organisation, the Australian Federation of Motor Clubs. He responded to Mark Hartley's request for information about M-plates.

Tony and CMC president Terry Thompson were involved in the negotiations to introduce the NSW concessional registration scheme and while they insisted it be restricted to unmodified vehicles Tony said they made a point of allowing

modifications or equipment of the period.

An unexpected development has been an explosion in the number of classic trucks on concessional plates.

Tony said a strong demand exists for M-plates. "Some cars don't fall comfortably into the historic category," he said, citing street rods and cars with more recent modifications that have to go on full registration for road use.

"Our argument is that these are essentially toys and not in everyday use," he said of the CMC's submission to the RMS.

The M-plate proposal is a 45-day or 90-day log book scheme costing a bit more than the generous fees for H-plates.

Another problem is the Bush Council that covers clubs in the country being resistant to any change in the scheme and having fears to allay.

The result is no progress and no formal discussion yet.

"We're watching how the dust settles in Victoria," Tony said.

Meanwhile, our city H-plate registrar Steve Palocz reported that each week there were H-plated Peugeot movements five days out of seven. "Most are making service runs," he said. "As long as they let the registrar know, that is fine."

The club has 31 Peugeots on concessional registration. They consist of eight 403s and 504s, seven 203s, six 404s and two 505s. Steve said one member has failed to renew his registration in time and had to start again from scratch; fortunately the car had not been in use.

Paul Pracy chaired the Shannons meeting as the president and some of the club's brain trust were on a cruise.

The meeting attracted about half its usual



attendance because a thunderstorm with hail had earlier roughed up Sydney.

Members suggested sending a message of sympathy to Doug Smith, who had organised the night, when they heard of his emergency dash to Darwin to be with his brother who was near death.

We were fortunate Tony stepped in to open up, lock up and set the alarms because his briefing on M-plates was as good as having a guest speaker.

Two auction cars on display among the mainly American steel were Citroëns and one was Dick Johnson's wife's 2CV; no, it did not have a V8 conversion.

Steve Palocz had great fun identifying the parts from different models on an E Type Jaguar of mixed parentage while an Austin Atlantic convertible reminded 203 registrar Rob Oakman of when he owned an A90 and a Morris Isis with a column shift.

Ron Gruber arrived with a 203 extractor in a bag and said fitting one had improved the performance of his 203.

Peter McCabe said he had obtained a second-hand heater hose for his Mi16 from Rowland Pym. Con Engel had researched on the internet and gave him contacts for obtaining new ones, including one in New Zealand.

Tim Elliot said he was seeking a 406 coupé second-hand bumper after his was holed in a car park. Con Engel recommended a repairer who could fix the damaged plastic unit at Moorebank.

Another body in the boot

THE FINDING OF A charred body in the boot of a Peugeot near Diggers Rest, north of Melbourne, on October 31 gave a real-life touch to a familiar film scenario.

Detectives suspect the Turkish-born victim found in the rear of his torched Peugeot 407 wagon was killed because a car trade went wrong.

Kenan Balikel, a father of five just weeks off opening a new restaurant, had been buying cars cheaply at auction and fixing them to sell for some years.

He had bought the 407 from Pickles in July and was last seen on his way from his mechanic friend's workshop in Tullamarine where the wagon had been repaired.

The scenario reminded of the 1990 Australian black comedy, *Death in Brunswick*, in which Sam Neill playing a kitchen hand accidentally killed a cook – who was Turkish – in an argument.

John Clarke, playing his mate, gave a hand to take the body in the boot of his Peugeot 403 sedan to share a grave in a local cemetery.

The filmmakers borrowed the 1957 Pug from Oh3 guru Gordon Miller's daughter Helen. Gordon may even have explained the distinctive column shift pattern to John before he drove the car.

It's a good job Peugeots have roomy boots.

In her novel, *Sex is a Deadly Exercise*, Sydney novelist Patricia Scot-Bernard told of a couple driving around Kings Cross trying to find a place to dump a body in a carpet in the boot of their Peugeot 404.

When the Peugeot 307 was being judged in



the Car of the Year awards, there had been a rumour a set of golf clubs would not fit in the boot.

Peugeot was on to this and for the final crammed into its award-winner a mega-pack of "clubs", as used by Tiger Woods.

Factory fresh in Guangzhou

40 years ago

1974 Ken Tubman and “Gelignite” Jack Murray engulf prime minister Gough Whitlam in a cloud of blue smoke as he flags their Peugeot 504 Ti away on the Heart of the Hunter Rally from the Opera House. Despite snagging their speedo cable on a stump two-thirds along the way and losing their distance recorder, they finish seventh outright. Their next task will be to trace the 1953 Redex Trial route, each in a Ti.

35 years ago

1979 Club Christmas barbie to be at the ‘Toyers’ place at Narellan.
The club is getting more invites to join rallies and motorkhanas, and is building up its equipment to hold speed events.

30 years ago

1984 David Watson, of importer JRA, just back from France, talks about the mighty Peugeot empire.
President Jon Marsh is hunting footage of the Peugeot 403s in the 1960 and 1961 Armstrong 500 races at Philip Island.
Cal Makin gets a nice Peugeot 203A shell from the Gary Rollings collection.

25 years ago

1989 Wally Best loves his 604 even more after fitting a Holley carb. It has gained more punch, better fuel economy and is a comfortable and speedy cruiser.
President Barry Johnson, who went to the President’s Breakfast Run in a Holden, works out that of the \$25 membership fee, \$3 goes to CAMS and \$17 towards production of the club’s 32-page folded foolscap magazine, The Pugilist.

Roy McPhee is having 12 members at his Concord home to view his big collection of models, mainly Peugeots.

20 years ago

1994 Bev Molvig reports the Hunter French Car Day at Dooralong Lodge was a great success and some members left the car talk for bush walks.



Revved up at the Adelaide Grand Prix, Wal Glading returns home via the Barrier Highway for its higher speed limit and expresses amazement how his Peugeot 405 SRDT loped along with great savoir-faire at any speed.

Chris Deligny sights an amazing number of Peugeot 505 wagons in Hong Kong and an even greater number, including local king cab versions of the Peugeot 504, in Guangzhou.

15 years ago

1999 Peugeot motor scooter sales are going gangbusters, says importer Graeme Furness. In the first three months of bringing them in, 100 have been sold.

Victorian worm guru Gordon Miller leads a weekend parade of ’03 Peugeots through the Grampians in his immaculate Peugeot 404 cabriolet. Its air horns played the Marseillaise to signal when to leave each scenic lookout.

Members received the first national club magazine with their state mag after a Sydney-Melbourne initiative. But the small clubs said while they liked the idea, they couldn’t afford another.

10 years ago

2004 Don Bailey, the “tail-end Charlie” on the Redex rerun, reveals he towed the ailing 1959 203 of Frenchmen François Cortois and Didier Chatelain for 206km to a South Australian control in time point and after repairs they drove on to win the unmodified class.

A Victorian woman is selling her 1974 Peugeot 504 after doing a million km, mainly on trips between Melbourne and far north Queensland. She had meant to buy a Renault but her mum said the Pug would be more comfy and it



Everyone’s problem: A starter failed on this Peugeot 203 at the summit of Mount Ganya and help was at hand from all these Wagga Worm Weekenders. However, the man from the NRMA, Neville Summerill, solved the problem.

turned out mum was right.

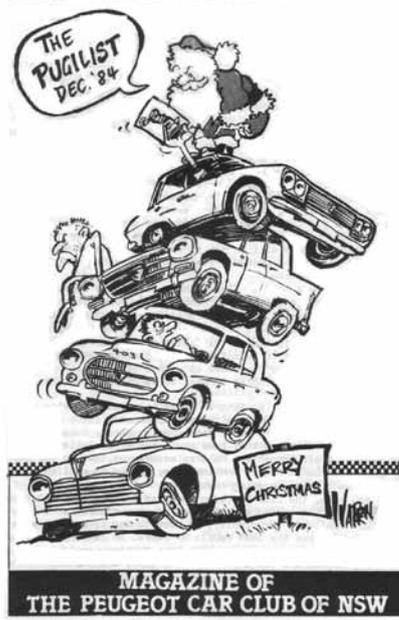
Stewart Townend called in at the November club meeting in his 1962 Peugeot 403B sedan recently acquired after years under a Queensland house. It was the first sedan of this model at a meeting for several years.

Five years ago

2009 Ray Chappelow’s 505 collected a kangaroo returning home from a successful gathering of 14 505s that he organised in the Hunter.

Kora and Judith Lisset arrived at the Tumut worm gathering from Queensland in a twin-carb 203 with a giant flyscreen and Dave Besson and Gayl McKay in their 404 nicely restored after a rear-end crush by a semi.

Christmas tree: Editor Warren Brown provides a custom seasonal cover for the Pugilist.



Stand-in: Paul and Nola Watson attended the 2009 Worm Weekend at Tumut in their 307 because their 403 had a liner seal problem.

PSA moves Xavier Peugeot to Citroën

Blanchet joined PSA in 1993. Since then, he has held several marketing and sales positions abroad, mainly in Spain and Latin America, until becoming manager of the Peugeot range in 2010. — from *Automotive News Europe*

Bruce Gain

PSA NAMED XAVIER Peugeot as product planning chief of its Citroën brand. He moves to the role from head of product planning for the Peugeot brand.

Laurent Blanchet has taken over Xavier Peugeot's role as the head of product planning for the Peugeot brand. He was previously manager of the Peugeot range of cars. Blanchet, 47, reports to Peugeot CEO Maxime Picat.

Xavier Peugeot, 50, is tasked with helping Citroën to achieve a coherent and unique product range worldwide that distinguishes the brand from Peugeot and rivals, a PSA spokesman told *Automotive News Europe*. He reports to Citroën CEO Linda Jackson.

"Xavier Peugeot has successfully built the brand for Peugeot for more than two years, but we now need him to successfully executive Citroën's product strategy," the spokesman said.

After taking charge of Peugeot's product range in 2010 reporting to Xavier Peugeot, Blanchet had a hands-on role in the successful marketing of the Peugeot 308, European Car of the Year, and the 2008, the spokesman said.

"Like Xavier Peugeot was before him, Blanchet will be in charge of Peugeot models beginning in the development phase and will oversee their launches," the spokesman said.

At Citroën, Xavier Peugeot, a Peugeot family member, replaces Thomas d'Haussy, who "is taking up other functions within the group." PSA said.

Xavier Peugeot joined PSA in 1994 and has since held a number of positions in sales and marketing at the French carmaker.

He was director of Peugeot Netherlands from 2005 until 2007 and director of marketing and communications for Peugeot from 2009 until 2011 before becoming director of product planning in 2012.



PEUGEOT

Don't you love their club logo?

Fredrick Mouynet

We are very happy to receive news about Peugeot cars from Australia! And we can send you our club magazine.

The point is that we are quite only interested by the 403 models.

Of course we also can hear about 203 and 404 models but we are specialised in 403 models but all models!

We are very interested in photos (old and recent, too), histories, adverts, mechanics modifications, technical adaptations, races... all that goes with 403.



Tyson enters the French ring

Peter Wilson

Tyson Bowen has taken up the public relations fight for Peugeot and its related brands, Citroën and DS.

He's a professional ready to take a fresh approach to the French car scene, though he admits it's something new to him, as it has been to some of his colleagues in the management team.

"I grew up with a family interested in Australian -built cars and we had early generation Commodores," he told *The Pugilist*

He has pulled down many an engine because of his youthful interest in go-kart racing, though he jokes that he wasn't all that great at rebuilding them.

"I've got an old Commodore V8 in my garage and I've kept that running pretty well," he said.

Only days into the job at Homebush, he was looking forward to driving the new 308, to becoming familiar with the Sime Darby Motors range and learning about the history of the marques, and to getting to know the clubs.

He's "on brand" mentally already because he is toying with getting his own Peugeot 205 GTi and likes the idea of his infant son one day sharing the work on the hatch.

Tyson said he found it important to have good technical knowledge of cars to get factory engineers to talk seriously to him.

A communications graduate from the University of Western Sydney, he has been in public relations for 11 years and has the solid background of managing communications at

Lexus for the past seven years; he is familiar with the local market and has good relationships with journalists.

When Tyson joined Lexus it became Australia's No. 3 luxury car in sales volume. In the past five years, Toyota's luxury brand has enjoyed 48 per cent growth compared with Peugeot's 14 per cent growth and registrations this year of 5,333 cars compared with Peugeot's 3,683 vehicles.

The footprint of the Lexus fleet in Australia is nearly 87,000, still short of Peugeot's 92,000.

So why change when everything was going so well?

Tyson said he liked the idea of the challenge instead of doing more of the same. "I was impressed by the honesty and candour of the management team when they discussed their situation and thought, 'Why not give it a go?' There's some great product. The new CEO in France – Tavares – is making a difference.

"With Peugeot having great new models like the 308 becoming available, there's great potential. It's a matter of making sure you keep the brand in front of people."



For sale

306 Cabriolet, 1998, Yellow. 2.0 engine, 4 sp auto. I am the second owner and the car is pristine, having only travelled a genuine 26,000km. it has a verifiable service history, it's registered and it is for sale for \$25,000 to a genuine person who will look after it. Roger Ritchie, Hallett Cove, South Australia, 0437 440 822

306 GTi6. 1999, silver, 200,055km. 6sp manual, air con. Pioneer stereo/CD player. A shame to sell this little hot hatch as it's so much fun to drive but not suited for the highway driving I do. Always garaged, mostly freeway driving, serviced every 10,000km by best Peugeot mechanic in Sydney. (Paul at AP Automotive). Mechanically great, loads spent on it, front seat and gear knob needs attention. A few small, superficial bumps. Needs a GTi lover to look after it and bring it back. Registered until 1st December, AH03XJ. Open to offers, \$4,000 ono. Sahlan Hayes, 0414 586 568 sahlanh@gmail.com

405 SRi 1994 (D70) Station wagon. 4spd auto, 2.0 petrol. It has done 315,000km. Currently registered in SA. Body is in good condition but

paintwork showing its age. The interior is average but drivers door handle needs replacing. Runs well and has been regularly serviced. Air con works as does the sun roof, electric mirrors and windows etc. Contact Ken on 0412 758 974

406 HDi 7 seat wagon, 2003. 2 litre diesel 5 sp man. Moonstone colour and in excellent condition. Rego to September 2015. Regularly serviced 178,000km and cared for vehicle by second owner. Very reluctant sale. \$6,500 ono. Steven Diehm, Taree 02 6551 5602

406 Coupé, 1998. Yellow, auto, 2 door. Paint in excellent condition, sunroof, leather, heated seats, airbags, tyres ok, full service history, 113,000km. Selling due to needing a 4 door car to transport grand children. Rego to Jan 2015 (AGT36R). \$5,000 ono. Ian Jones, 0411 193 090 or jones@mail.spectrum.com.au

Parts

604 and 505 parts for sale.

604 Trimatic transmission very good condition (was my backup spare) \$125.

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 20 JANUARY, 2015. 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.

604 starter motor \$45.

604 front calipers for wide ventilated discs \$50 each.

604 carby and inlet manifold complete \$125.

505 front L & R struts complete with brake calipers and disc pads. Shockers, brake disc and ball joints very good condition. Springs have solid rubbers spacers. \$65 each strut. Please note I will not sell individual parts from the above struts. Phone Steve on 0409 504 604

unless you want to pay some small sum. Located at Gosford. Tim Arnot, timarnot3642@gmail.com

Wanted

404 sedan jack. I have the mast, stand and handle but need the head that you ratchet up or down to lift or lower the car. Mitch Cook 02 6644 9481

505 tow bar (heavy duty if possible) and a differential for 505 GTi series 2, or 604 (Mine is a series 1 and revs quite high on the freeways). Bill, 0400 306 081

505 STi alloy wheel centre cap. This is the six-sided cap. My 505 is embarrassed to go out without a full set of caps, Jim McCreadie (Dubbo) 0407 913 954

Free

203 rear axles, 2x gearboxes (one C1, one C2), box of loose 203 gearbox parts. Gavin Pitt-Ware, 0410 251 893

505 STi alloy wheels. I have 8 original metric [TRX] wheels with OLD Michelin tyres. For free

The frugal French

Mike Rutherford

AUTO EXPRESS' Mike Rutherford believes the French have unlocked the secret to high real-world fuel economy

I've tried – and failed – to get along with France in the past. Its cars just weren't my cup of tea. Apart from a handful of notable exceptions like the Citroen Berlingo Multispace, Peugeot 205 GTi and Renault 4, I've always preferred more "durable" or "reliable" products from Germany or Japan.

But note my very deliberate use of the past tense here. After making a point of driving French cars for much of the summer, they're finally starting to float my boat.

"If real world fuel consumption is your major concern, buy a French car"

The latest Renault Clio looks better than any supermini rival from Europe or Asia, whose designs seem tired by comparison. The "little"

Clio has grown up, and cleverly sits in the 4.0-4.4 metre league along with the likes of the considerably more expensive VW Golf, Nissan Qashqai, and Range Rover Evoque.

But it's Renault's sister firms – Peugeot and Citroën – that should take most of the credit for converting me from a sceptic to a fan of French cars in 2014. Citroën's C4 Cactus has successfully rewritten the design rulebook, while the C1 is perfectly placed to challenge the Skoda Citigo as the best sub-£8k city car.

Peugeot's 308 hatch may be a little too understated for my liking, but the SW model is a car that looks far classier than it has a right to, given its circa-£16k entry-level price tag. For that money it's the estate of the year.

The colossal 508 1.6 HDi, which is nearly five metres long, is another bargain at just £20k not to mention it'll do 70mpg-plus. For a few hundred pounds more the RCZ is a steal against the Audi TT, which now starts at a whisker under £30k. The TT's price premium doesn't make it prettier or more desirable than the hugely under-rated RCZ.

The best part of all for motorists paying their own fuel bills is that every French 1.5, 1.6 or 2.0-litre diesel I drove this summer returned a minimum of 60mpg and in some cases peaked at more than 80mpg with a mix of town driving, twisty country roads and motorway runs.

On this evidence, none of the other major manufacturers from around the globe can better the French for real-world fuel consumption. They really are the new world champions of fuel frugality and they've certainly converted me along the way, too.

— from *Auto Express*.

P. Q. AUTOMOTIVE MAINTENANCE

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PEUGEOT AUTHORISED DEALER NETWORK

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's 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
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*	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	BUNDBERG	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
*A new Peugeot dealer for Townsville is to be announced shortly.					
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



Capped price servicing is for 5 years or 75,000km whichever comes first. The capped prices may vary between dealers but you will not pay more than the applicable capped price.



ALL-NEW PEUGEOT 308 EUROPEAN CAR OF THE YEAR



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