

the pugilist

September 2011

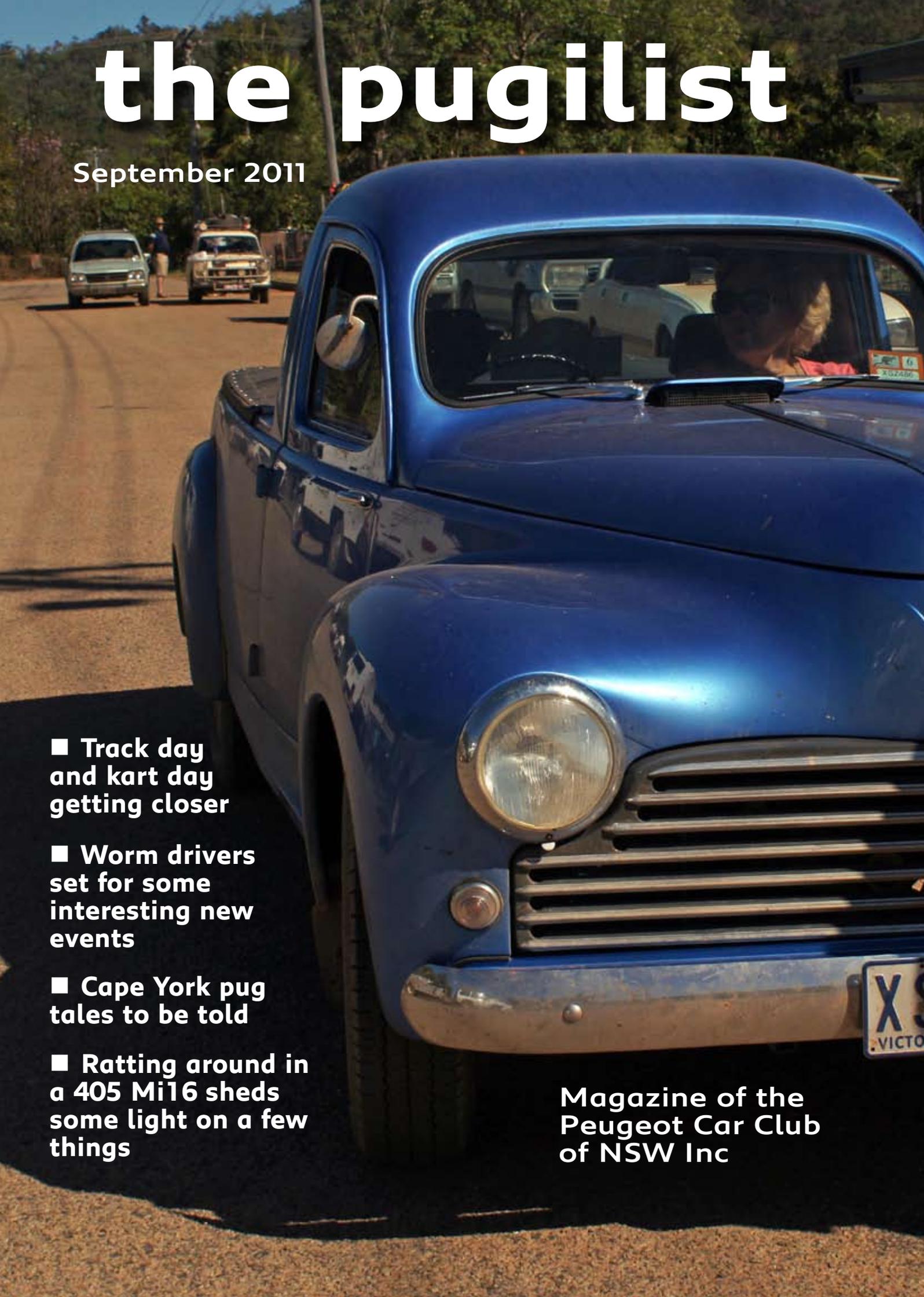
■ Track day and kart day getting closer

■ Worm drivers set for some interesting new events

■ Cape York pug tales to be told

■ Ratting around in a 405 Mi16 sheds some light on a few things

Magazine of the
Peugeot Car Club
of NSW Inc



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Triumph of French art deco elegance



A self-described total French car nut won this year's Best in Show at the Pebble Beach concours d'Elegance with a streamlined 1934 Voisin C-25 Aerodyne from his famous collection of art deco cars.

Peter Mullin, a financial services entrepreneur and philanthropist, founded recently the Mullins Automotive Museum and has another 14 Voisins along with numerous Bugattis, Talbot Lagos, Delahayes and a pristine Peugeot 402 BL Eclipse.

The cover

UK club editor Alastair Inglis and his wife Myra in their second outing in their restored Styleside ute — snapped on the recent Cape York adventures.

Photo: Mike Glover

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"French cars are the ultimate in automotive design, technology and performance," he told reporters after the judges of the Californian show agreed.

But it wasn't an easy decision. The runners-up were a 1929 Bentley Speed Six and a 1938 Talbot Lago T150-C, both stunning.

"Winning with the Voisin is the most special, significant, rewarding thing that's ever happened to me ... outside of marrying my wife (and the Voisin's co-owner Merle)," Mullin said. "There's nothing like the Voisin interior. You can't print the fabric in this car; you have to loom it. This interior is going to last a long time.

"The Voisin is a four-door closed car, so it's actually an unexpected winner," concurs chairman Sandra Button said. "However, the car's remarkable attention to detail brought it forward during judging and it became a real crowd pleaser.

"The Voisin automobiles are always influenced by the fact that Gabriel Voisin came from the world of aviation. There was so much craftsmanship in everything he put together. For Voisin, form follows function, and this car features an amazing, interesting upholstery and interior."

Voisin, who built aircraft during the First

World War and converted his focus to automobiles once peace was declared, sold more than 11,000 of his usually unconventional, rather expensive vehicles between 1919 and 1939.

The distinctive C-25 decouvrable, featuring a blend of French curves, highlights Voisin's aeronautic expertise, such as the use of lightweight materials and streamlined designs.

The concours this year featured a special display of 21 of the 36 Ferrari 250GTOs built, plus a celebration of 125 years of Mercedes-Benz and the Stutz centennial.

A 1957 Ferrari 250 Testa Rossa went for an eye-popping US\$16.4 million at Gooding & C.'s Pebble Beach sale, a possible world record price as it tops the US\$12.4 million paid for another superlative 1957 250 Testa Rossa in May 2009 at an RM Auctions event.

The car has pontoon fenders and a Scaglietti body. The right-hand-drive car competed at nearly all of racing's touchstone events, including Sebring, Le Mans, Targa Florio and the Nürburgring.

It draws power from a 12-cylinder engine and has been restored to its 1958 NART livery and condition. It wears chassis No. 0666, and began life as a test bed for the rest of the Testa Rossa (red-haired) race-car line.

This example, with two owners in 40 years,

has also won two best-in-class titles at Pebble Beach. It's a who's who of drivers include Dan Gurney, Phil Hill and Count Wolfgang Von Trips.





A new year and a new location, but some things never change in the argy bargy world of the Eastern Creek Classic. Geoff McHardy's car couldn't fit in this photo because another club had taken some of our spots. Still there's Anton Akorn's 504, Rob Oakman's 203, Daniel Wrights 306, Helen's "pink" 206 and Neale's 306.

Ross Berghofer

THE CLUB'S ANNUAL general meeting was held on 3 August and it was a case of out with the old and in with the new.

We welcome to the committee Mark Donnachie and bid farewell to Charlie Cutajar and thank him for his contributions. And with those changes the old is the new.

I am delighted to have been re-elected as president for a further twelve months.

Secretariat remains with John Geremin who has access to lots of biros; Con Engel retains the club's purses; socialising remains with Brian Jubb; Helen Louren is a sporting girl;

Ian Robinson will inspect your old girl for club plates; Simon Craig will continue to edit his time away for the club; and Graeme Cosier is in charge of viceing.

The other committee members are Steve Palocz (who will assist with club plates); Ted de Lissa; Peter Wilson; and Anne Cosier.

All of these people have a strong interest in the continuing success of the club and each of them has something unique to assist the team to achieve the interests of the club.

Congratulations to all of you and we are planning for another fantastic club year.

A helper returning is David Schulz who used to be club librarian and has kindly offered to

once again be the club's bookkeeper.

As members know, the Council of Motor Clubs arranges judges to judge the finalist cars at French Car Day.

At the Council meeting held on 25 July, our club event was singled out as being one of the best organised, especially for the judges. The two judges received from me a nice bottle of red wine as an appreciation of their voluntary assistance on the day.

The Eastern Creek display day last Sunday was a bit of dull day. The dodgy weather put some cars off from attending – which, while it was disappointing – was actually a blessing.

The reason was that adjoining clubs took over our spots and one driver refused to move when politely asked to do so. Geoff McHardy had to park his car three car spots away from the Peugeot display.

Our September meeting will be at the usual venue, the Veteran Car Club hall. The 5 October meeting will be at Shannon's at St Leonards, courtesy of the arrangements made by Doug Smith.

Try, if you can, to keep Saturday evening 26 November free to attend the club's diner Noël to be at Oatlands House at Dundas.

In the meantime, keep on Pugging on.

Guest Speaker

Our guest speaker is a Cape Yorker, Paul Pracy, who joined the fun on the trip to Cape York.

He will have a few stories to tell along with photographs of fantastic Peugeot scenery and of the Cape. Bring your friends for an interesting evening.



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Oh3 Weekend 2011

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You are invited to take part in this weekend based in Bundanoon. Enjoy a Southern Highlands Spectacle through beautiful back roads you and your vehicle will love.

\$360 for 2 people including 2 nights (Friday and Saturday) accommodation at Bundanoon Hotel, with 2 hot breakfasts and 2 three course dinners. All 21 rooms booked. Shared bathroom less expensive. No booking fee.

*Contact Sue or Debbie and mention Peugeot Car Club NSW
Phone. 4883 6005 Email. info@bundanoonhotel.com.au*

*Enquiries Jim Kearns
Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au*

Georges Heights Tour

New date: Sunday 11 September

Brian Jubb

Visit Headland Park in Mosman, one of Sydney's most beautiful urban parklands.

Discover walking tracks, a sculpture trail, harbour views, native bush, historic fortifications, a spectacular lookout and charming Chowder Bay nestled on the shoreline below.

For almost 150 years Georges Heights was a strategic vantage point used by the military for the protection of Sydney.

Today this former military site is open for everyone to enjoy and explore.

Go underground at Headland Park and discover 19th century fortifications and also discover the charming maritime village of Chowder Bay.

Did you know that the third largest military hospital in Australia was once located at Georges Heights?

This is a beautiful experience so bring your friends, relatives and neighbours.

The cost is \$ 8.00 per person payable on the day.

To get there by car, proceed down Middle Head Rd (Mosman). Turn right into Suakin Drive, proceed for approx 100 metres

Turn right into Commonwealth Ave and almost immediately turn left into the parking area. The Lookout is about 30 metres due East.

The tour is in two sections. The first part starts at Headland Park followed by a short

bushwalk down to Chowder Bay where the tour finishes.

For the people who have trouble with bushwalks it is possible to drive down to Chowder Bay to complete the tour.

There is a coffee shop at the tour end for refreshments.

Meet at 12:30 for the 1:00 pm start.

In case of emergencies, Brian Jubb will have a mobile on the day, and his number will be 0439 430 706

New Members

We have new members to announce this month. We'd like to welcome:

Reuben Sennet 405 Mi16
Malcolm Johnston 309 & 205 GTis
John Lee 307 HDi SW
Colin & Jack Spencer
Pompeo Egisto 406 Coupé
Bruce McMurray 405 SRi
Neal Vaughan 504 Coupé

Please say hello if you see or hear our new members around the traps.

Why not take a handful of business cards at the next meeting to hand out to potential club members in Pugs?

OASIS report

Ted de Lissa

This month — Tues 6 Sep — the group of OASIS members will meet at the McDonald's at Rocky Point Rd Sans Souci at 9:30am.

Our destination is the Kurnell Peninsula headland in Botany Bay. We'll see where Lieutenant James Cook set foot on Australian soil, along with various other historic points in the area.

Lunch at the Cronulla RSL Club.



Check your club diary

Tuesday, 6 September

OASIS run to Kurnell.

Wednesday, 7 September

Club Meeting, Five Dock, 8pm sharp.

Sunday, 11 September

Georges Heights Walk, with Harbour views.

Sunday, 11 September

Motorkhana round 6, Nirimba TAFE

Wednesday, 14 September

Committee Meeting, Parramatta RSL, 8pm.

24-25 September

Oh 3 Weekend, Southern Highlands.

Sunday, 25 September

Bunnings Milperra Car Show

1-3 October

NE & NW Chapter Weekend Wander (Warwick)

Tuesday, 4 October

OASIS run to Bankstown Aviation Museum

Wednesday, 5 October

Club Meeting, Shannons St Leonards.

Wednesday, 12 October

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 16 October

Moving Mannequins

Sunday, 16 October

Motorkhana round 7, Nirimba TAFE

Saturday, 29 October

Marulan Track Day, MDTC.

Tuesday, 1 November

OASIS run to Westmead Careflight base.

Wednesday, 2 November

Club Meeting, Five Dock, 8pm sharp.

Wednesday, 9 November

Committee Meeting, Parramatta RSL, 8pm.

Saturday, 19 November

Indoor Go Karts

All spots filled for our day at Marulan track

Helen Louran

WELL, WE'VE filled up again with 40-odd participants for our Marulan Track Day and have only reserve spots left.

Seventeen of the 42 participants have paid the full \$110 fee and 18 have paid the \$30 deposits.

We have three and a half girls, one being a junior; speaking of juniors we five of them.

As mentioned in the August Pugilist, it was first in best dressed, as we've passed the 1 August cut-off date for club allocation deposits, and we've paid the deposit to secure the date.

Again, don't delay or you'll be sorry to miss the chance for some great driving fun.

Final payments

For those who have paid deposits, the final payments will be due by 1 October.

You can pay by cash at the general meetings, by cheque made out and sent to the Peugeot Car Club of NSW, PO Box 404, Gladesville, NSW 1675. Please put your name on back of cheque and state "MDTC Payment" etc.

Or by bank or internet transfer to:

Peugeot Car Club
BSB: 082 352
Account 035 838 284

Again, please leave a reference with your name, what amount you paid and state "MDTC Payment". If you don't, neither I nor the club will have the foggiest idea who paid.

Also, please email myself and Con our "Money Man" (Treasurer) via our "new" address, sporting@peugeotclub.asn.au, that you have paid and the amount.

May I please ask that you state the car you'll

be driving on the track as it's a fun idea, and I will email everyone once finalised so you can see what other "vroom vrooms" are going.

Remember we want to make it a family day so parent-supervised juniors are welcome; they pay \$110 to the club and \$30 to MDTC for a Day Licence, which remains valid with the MDTC for a year.

Juniors are generally 15-17 years of age without a full road licence or without any licence, wanting, to learn to drive on a track. It's fun and a great learning experience for them, that they'll always remember.

MDTC will run a separate session for juniors and they must be accompanied by an MDTC approved passenger/instructor (preferably not a parent) and speed is restricted to a reasonable level.

The event will start at 8.15 am to check or finish documentation./ complete registration and hire helmets (\$20) if required. The \$50 helmet hire deposit is refunded when the helmet is returned.

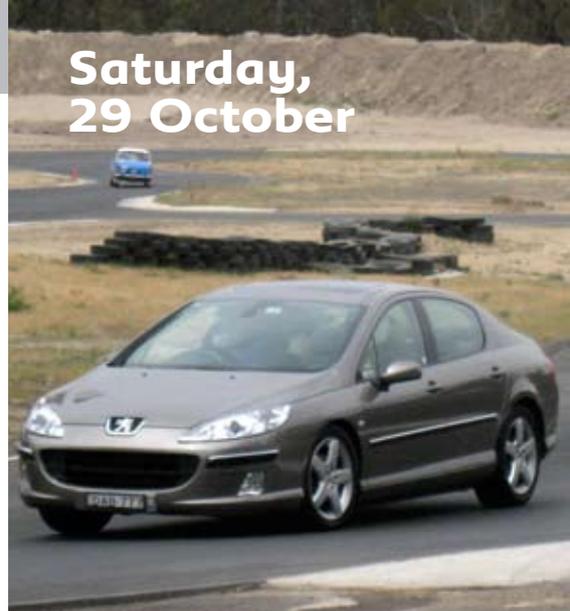
Even if you don't intend to drive on the track, come anyway and enjoy a social day. Come and watch the action, bring a picnic lunch or dine at the lovely cafe. It has a great viewing area platform.

Bring the family with you for a great day out. Just come along and see; you can decide, if you may like to participate next year.

MDTC is user friendly, having a lovely track side cafe, good toilet facilities and both indoor and outdoor spectator areas.

More information on the venue and pictures are at www.mdtc.com.au.

Now, just a reminder about accommodation and brekky.



Accommodation

If you want to save yourself travelling in the wee hours of the morning to get to Marulan on Sunday, come at stay Saturday night at Ali's Motel, a new place just off the Hume highway at Marulan, next to KFC (www.alismotel.com.au or 02 4841 1330).

Mark there has offered the following package offer, provided we book a minimum of 10 rooms: room and dinner (but no brekky) \$100.00; extra person in the same room including dinner \$30.

The restaurant is licensed or BYO with \$5 corkage.

Ali's has 14 double rooms, four twin rooms and two triple rooms — all with ensuites.

If we have 12 or more bookings — we have eight so far — Gary and Natalie at MDTC will put on a continental of tea/coffee, orange juice, cereal and toast from 7 am-8 am for \$12 each.

Bookings and inquiries

Please direct questions or your preferred booking intentions and numbers to me, Helen Louran, on 0413 594 792 or helenandneale1@optusnet.com.au, as Peter Lubrano is on holiday.

We need to make the numbers to take advantage of the package offers.

Au Revoir until next month.
Pinky 206cc & Peter Lubrano

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32 days — includes England, France, Spain and Italy. Departs 17th September.

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www.interlude-tours.com

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Queensland Downs — down and up

1 — 3 October (long weekend) & scones and cream, which also includes a

Jim Brear

THE NEW ENGLAND and North West chapter, along with Kay & Richard Marken of the Peugeot Club of Queensland, are proposing an October Long Weekend Wander through Warwick and beyond, commencing at midday on Saturday, 1 October near Warwick in Queensland.

The itinerary is as follows:

Saturday 1st October

Meet at Glengallon Homestead, 17 km north of Warwick on the New England Highway (between Warwick and Allora) for lunch and tour photos at midday.

We'll arrive by 3:15pm at Clifton Historical Museum, which has guided tours for \$4 per person (Approx 31km, 30-45 mins, depending on stops).

At 4:45pm we'll leave Clifton Historical Museum, travel back roads via Sandy Creek Rd to Alexander Motel, at the western end of Warwick. (approx 70 km, 50-60 mins)

7:00pm buffet dinner or a la carte orders at the Peppercorn Restaurant at the Alexander Motel

Sunday

We'll leave the Alexander Motel at 9am, drive to Allora and then to Gatton via Clifton Gatton Rd (approx 90 to 100km, 75 mins)

Arrive approx 10:15am for morning tea at the Staging Post Café Restaurant at the Qld Transport Museum. They have \$11 tea & coffee

tour of the museum, which normally costs \$8 if lots doing it, \$10 if not. The Lockyer Art gallery in the library of the same building will also be open (free I believe).

At 11:30am we'll travel to Hampton (between 50 and 80 km depending on route, just over an hour) for a 12:30 ish visit to Black Forest Hill Cuckoo Clock Centre, So Sweet (fudge and ice creams etc) and Cyrano Maison de France (exquisite glass ware etc).

1:30pm late lunch at Danish Floral Art, which has a great menu and good prices.

2:30pm drive to Toowoomba (approx 30 km) and drive along several Tourist Drive roads with great views from the top of the range.

We'll then travel to Warwick (approx 80km) to stay at Jackie Howe Motel, cnr Victoria St & Palmerin St. If people are interested, we can do a Warwick city walk before tea.

At 6:30pm we'll walk 3 blocks to Condamine Sports Club of Warwick for our evening meal. They do roast & dessert for about \$13 in our own room depending on numbers, or we can order from the menu (mains \$10.50 to \$24.50). Participants will need to decide as a group if set menu or self-ordering.

Monday

We'll leave at 9:00am to follow Settlers Route and Falls Route, driving to Queen Mary Falls for morning tea (approx 60km,

60 mins)

From here we'll head to Yangan for lunch, then into Warwick (70km) by 1pm so people can get home.

Thanks to Kay and Richard for the work they have put in so far. It looks like being a great social weekend and we look forward to seeing visitors from all over.

As accommodation could be at a premium on the long weekend, could you let myself or Kay know if you are a possible attendee.

Kay's email is krma@ozemail.com.au and you can contact me via email on jbrear@coamas.com.au

Alternatively, my contact details are 0429 428 700 or 02 6772 3933.

16 people in 10 pugs have so far indicated they will be attending the event.

You must book your own accommodation.



Fancy action in fast karts?

Saturday, 19 November



Helen Louran

THEY ARE THE fastest indoor karts in Australia and we are lining up a special club day on the track with them at the Revesby centre.

It's our Indy Karts Day – the date has been decided – it's the 19 November.

It's another "Family Day", with youngsters from 11 years and older being welcome to join adult members in the karts.

Driven either as a manual or automatic, Indy

Karts have a clutch-less sequential gearbox and use a 6 kW at 7,500 rpm, mid-mounted motorcycle engine for great power and handling.

The five-metre wide track has been designed to get you as close as possible to a professional racing experience.

We need at least 15 participants to get the special group booking

of \$75 a person instead of the regular \$85 fee.

We plan to book for 30 minutes – that's the maximum – which would put seven people on the track at a time in 10-minute spans, meaning each person would get three turns.

Believe me when I say 10 minutes is plenty as the Indy Karts are very fast.

Helmets with visors or goggles

are required or can be hired free. Of course spectators are welcome.

Got your attention? You could email me at sporting@peugeotclub.asn.au to let me know of your interest.

You could also visit www.indykarts.com.au for more details and to view on Youtube a competitor driving a kart at speed on the track.

I've have more details and updates as the date gets closer.



THE Peugeot Car Club of New South Wales Inc – now 38 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 marvelous 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. Last year's in Ulverstone Tas, whereas Canberra hosted this year's venue.

Restoration of older vehicles is encouraged and low-cost club concessional rego on historic plates is available for 30-year-plus "original" Pugs. Mods are generally limited to those of the period.

Your benefits

- Club members get this terrific magazine 11 times a year.
- Technical advice is available from model registrars and from fellow members.
- Some help to track down spare parts.
- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up..
- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

**Inquiries 02 9456 1697
ABN 86 542 472 493**

- Bargain rate conditional registration (club plates) to drive collectors' unmodified 30-plus-year-old Pugs to club and special events with notification to the registrar.

- Conducted tours of Europe with a Peugeot flavour. The next tour will be Canada in September (see Interlude Tours advert).

Our alliances

The club, founded in January, 1973, is affiliated with the Confederation of Australian Motor Sport, which licenses motor sport participants and insures our activities. It is a member of the car movement lobby group Council of Motor Clubs and of the Peugeot family's great heritage museum, L'Aventure Peugeot, in France.

How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on July 1.) An application form for membership should be with the mailing sheet with this magazine. In February, a part year concession rate of \$26 kicks in.

The Puglist

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03 5966 2373.

- **Ad deadline is Tue, 20 September.**

Other copy before then if possible.

- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.

- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 29 September.

Who are ya gonna call?

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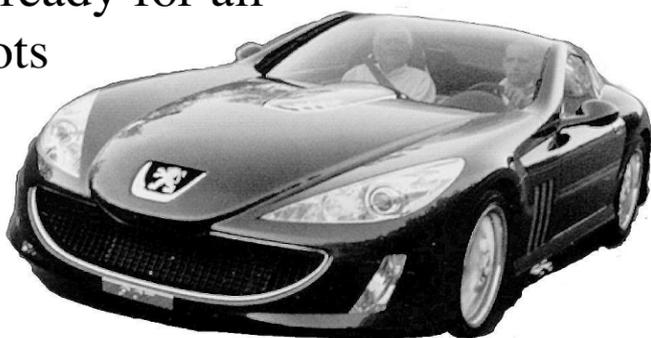
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High fives as 508s revive series



Peter Wilson

PEUGEOT SALESMEN were smiling again in August because they were busy showing new models to customers and signing up sales.

After a dreadful July – the worst month this year since January’s ten-year low – things have been humming again in showrooms since the return of the five series with the glamorous 508 and the boost to the 308 with the arrival of the refreshed model.

Regardless of the general retail gloom, buyers are showing interest in the new Peugeot models and the 508, filling the gap in the range for a big Pug, could prove a worthy successor to the popular 504s and 505s of old.

At 4.792 metres, the 508 is a smidgeon longer than the “medium” 407, but that extra 12.4 cm was enough for industry statistician VFACTS to include it in the large car category.

Peugeot Automobiles Australia gave a new marketing thrust to the “New Peugeot 308” with an advertising front gatefold in the first new format Weekend Australian Magazine last month.

It emphasised the car’s “standout style”, design, advanced technology and the newly introduced regime of fixed prices for scheduled servicing.

In June, Peugeot had its best sales in 12 months and 607 vehicles were registered despite the rundown in 4007 stocks after the Japanese earthquake delayed deliveries; in line with the industry trend its total was down on June 2010.

In July, Peugeot took a step forward with its new models, but not very far because of its almost empty 4007 cupboard and limited ration of 508s.

Official industry figures show registrations of 401 Peugeots in July, down 10 per cent on the 449 in July 2010.

After only seven 4007 sales in June, the result was one in July, considerably down on the average of 55 units between February and May.

Fortunately the first post-earthquake shipment of 4007s was landed around the country two weeks ago and dealers have stocks again.

As most 508 registrations were press cars, demonstrators or for the corporate fleet, the month’s actual

sales total was 383 Peugeots.

Meanwhile, supplies of Toyotas and other Japanese brands improved so the national market fell only 1.7 per cent in July.

This year’s national sales of 577,227 vehicles to July were down 36,317 compared with the same period last year.

The Federal Chamber of Automotive Industries said all passenger segments were in decline, even small cars and SUVs. The only exceptions in the seven months were luxury and compact SUVs, which showed respectively a 17.4 per cent and 2.4 per cent improvement.

Peugeot’s 3,280 registrations for the year-to-date were 5 per cent down on the 3,452 of the same months in 2010. The brand has slipped to No 27 on the national market. Actually, its passenger market position at No 22 sounds better.

The best-selling Pug in July was the 308 with 131 units, down a third on the 204 the previous July. The new model should improve August results.

However, the 308 class sold 181 units. This included 46 3008s, a couple better than the previous July’s 44, but below this year’s average of 60 units.

While it was promoted nationally with the rerun, this high riding model is proving more popular in NSW than in other states.

The 207 remained in triple figures with sales in July of 123 being slightly down on June’s 129 and 78 per cent up on the 69 in July 2010; it was the third best result this year.

The sports category was quiet – 10 207 CCs, six 308 CCs and 22 RCZs. This brought the

Austrian-built RCZ’s average this year down to 30 a month.

With 14 registrations, the Partner was in double figures for the third successive month. Three Experts were sold.

The going may not be entirely smooth for Peugeot for the rest of the year. The big problem now is getting enough 508s to meet the pent up demand for big Pugs.

Canberra association president Brad Pilans snapped up a back 508 Allure and discovered it might be the national capital’s only private 508 for some time as the dealer was not expecting more until December.

Two major Sydney dealerships indicated a similar position.

The problem is the popularity of the model in other RHD countries plus Automobiles Peugeot shutting down its factories for the summer holidays in August, according to Peugeot Automobiles Australia.

“We’ve got the 1.6 THP sedans arriving later in September (for October sale) and the e-HDi (1.6-litre) are arriving in September (for October sale), the GTs arriving later in November – but the 2.0-litre will be arriving late December early January,” spokeswoman Kirin Tipping told The Pugilist.

A suggested lingering shortage of diesel components because of Japan’s earthquake was not an issue, she said.

The position of other French brands improved in July.

Renault more than doubled its July figures to 303, spearheaded by 116 of its Megane family and 76 Fluences. Its year-to-date of 1,808 is up 80.8 per cent, placing it at No 31 brand in the market.

Citroën made a modest comeback, achieving 137 registrations, 23.4 per cent up on the previous July’s 111, but is down 9.2 per cent with its 827 for the year-to-date.

The FCAI said Toyota regained market leadership in July, followed by Holden and Ford. Year-to-date, Toyota leads Holden with a margin of 24,719 vehicle sales, or 4.3 market share points, and the company said it had stocks of 20,000 Toyotas arriving this month and next to support its advertising push.

The Commodore was Australia’s most popular car in July (3,551), ahead of the Mazda3 (3,290) and the HiLux from Thailand (3,147).

2011 Peugeot Sales

Model	Jan	Feb	Mar	Apr	May	June	Jul	YTD
207	116	110	148	107	94	129	123	827
207 CC	21	48	21	23	18	25	10	166
308	76	113	160	141	164	331	131	1116
308 CC	16	17	14	18	7	9	6	87
3008	38	84	65	60	96	33	46	422
RCZ	20	38	27	32	30	41	22	210
407	39	1	0	0	0	0	0	40
4007	7	36	95	60	37	6	1	242
508					15	9	45	69
Partner	7	3	8	8	17	20	14	77
Expert	2	0	7	5	3	4	3	24
Month	342	450	545	454	481	607	401	3280
2010	422	400	483	483	524	691	449	3003

The Motor Show down south

Mark Besley's impressions of the 2011 Australian International Motor Show

Mark Besley

THE MOTOR SHOW now alternates between Melbourne and Sydney meaning that it is only held here in Melbourne every second year.

Despite being out of luck and not winning a free ticket at the last PCCV General Meeting, I decided to part with the cash and attend anyway. So I braved the weather on a cold Thursday night and travelled to Jeff's Shed to have a look. Whose idea was it to reschedule it from March to mid-Winter?

I'll firstly comment on the show overall, and then talk about the Peugeot display specifically.

Somehow the Show felt "smaller" to me this year. I don't think the area was any smaller, but perhaps there were fewer exhibitors (I haven't done a detailed comparison with previous shows). It seemed fairly easy to cover everything that I wanted to see in the time available.

I thought that I had missed the BMW stand until I realised that there was only a single BMW concept vehicle on display.

I was sorry not to see any Ferraris there, not that I'm likely to buy one, but they're wonderful to look at. In contrast, it was interesting to



see a Koenigsegg (familiar to many for its fast time around the Top Gear test track) close up.

There seemed to be a lot of "concept" and other unavailable (e.g. overseas models that won't be sold here) vehicles. Interesting to look at but not useful if you are there to decide about your next vehicle purchase.

Some importance is now being placed on environmental issues with several electric vehicles on display, and Nissan making a big effort with the "Leaf" electric car.

A Leaf was available to drive inside the show on a dyno (allowed because it has no exhaust emissions) and several Leaves (?) were available to test drive in the car park for daytime visitors (I didn't see this as I visited at night).

The Victorian-made Blade electric vehicle was not on display. You may recall that Blade hosted a factory visit by PCCV in the past. I read that Blade had initially been refused a place at the Show, but some bad publicity during the week had caused the Show management to relent and allow a display during the last few days of the Show.

"Environment-friendly vehicles" was a small part of the show but a segment that will

probably grow in future years. It would be interesting to see what other environmental initiatives manufacturers will come up with. Unfortunately Peugeot missed the "environmental" opportunity by failing to display a 3008 Hybrid4 diesel hybrid vehicle.

The Peugeot Stand was the first one encountered as I entered. Although one of the smaller displays, they had chosen a very good spot near the entrance and made good use of the area available. It created a good impression with an elegant, sophisticated display.

The model range was well covered with an obvious focus on the 508. Several examples were on display, one on a rotating stand but others were open for detailed inspection. I intend to discuss the 508 in detail in next month's Feline Focus.

Several of the Peugeots were white, a refreshing change from the ubiquitous shades of silver. However this was no ordinary white – the cars were "Pearl White", a "pearlescent" paint colour which is even more expensive than the normal metallic colours. A nice finish though.

The "new look" 308 model update with modified front and newest Peugeot badge was also on display. However it was surprising to note many other models with the "old" badges. I thought that "Motion and Emotion" was a branding initiative across the whole range and this sloppy approach suggests that they don't have their act together and are just pushing models out to market without looking at the finer detail. I note that my 3-week old 3008 still has the "old" lion badge.

Existing models such as the 207, 3008 and RCZ were also on display and I give credit to Peugeot for not focusing only on the new releases.

The staff I spoke to were polite and helpful although I was obviously not a potential customer in the near future having just taken delivery of a 3008. Some surprise was expressed when I described the model specification of my vehicle which was not available according to their information. (See this month's Feline Focus).

— from *Torque*.



The 2011 Worm Weekend at Mansfield

This year's Worm Weekend will roll out from Friday 18 to Monday 21 November in Victoria's high country at Mansfield.

With assistance from *Mansfield Tourism* we have put together a great weekend that has it all. Interesting sights to see as we travel great worm roads, good food and your fellowship.

Accommodation is being organised at *The High Country Holiday Park* with everything from camp sites to three-bedroom cabins available, plus two motels, both of which are within walking distance to the centre of town. To book for the weekend ring 1800 039 049 and say you are with the Peugeot Car Club.

Next month we will have the entry form with the program and costs available.

After last year's Nagambie weekend, we didn't think it could get any better, but I reckon it will be, so hope to see you there. For more info: Milton Grant 0419 406 056.



Mansfield - Mt Buller
High Country Reservations
1800 039 049 mansfield-mtbuller.com.au

The basic framework for the weekend will be:

- Friday – 5.04 drinks with special guest followed by an informal dinner
- Saturday – after a short briefing we drive to a historic riverside town for lunch. Then let's go travel some great worm roads. 5.04 drinks and Presentation Dinner
- Sunday – morning photo shoot and short drive to lunch. Pleasant drive to afternoon tea and farewell

Marulan Track day social event

Brian Jubb

THERE IS TO BE a social day out for those not participating in the Marulan Track Day.

Meet at Uncle Leo's Roadhouse on Campbelltown Rd, The Cross Roads (UBD 288 C 6) at 9:45 for a 10am departure.

Turn left onto Campbelltown Rd then join the Hume Highway

Drive south down the Hume Highway to Marulan (approximately 90 km)

Stay on the highway past the truck heavy weighing station for 3km

Turn left into Marulan South Rd — signposted for Marulan / Bungonia — for 20 metres.

Turn right onto Jerrara Rd for 3 km
Turn left onto Prairie Oak Rd for 50 metres

Enter number 8 — Marulan Drive Training Centre. Follow driveway to car-park for 1 km.

The day out is a social event to observe and experience the driver training centre.

Food facilities are available at the centre or BYO picnic.

Brian's mobile number (on the day): 0439 430 706

Moving Mannequins 16 October

Brian Jubb

The Old Car Car Social Club invites the Peugeot Car Club to join them to experience a very interesting display of vintage shop decorations.

The day is a step back in time and very interesting. A full commentary is given by the mannequin constructors on how the displays were set up and their operation.

Date-Sunday 16th October

Meet at The Ettamogah Pub Kellyville (UBD 149 D1) at 9:15 for a 9:30 start.

Moving Mannequins Magic is located at 205 Old Stock Route Rd, Oakville

Cost is \$15 per person and includes morning tea.

After the display we travel to McQuade Park located at the corner of Richmond Rd & Moss St, Windsor.

BYO picnic lunch. An historical church and graveyard are within walking distance.



Bunnings Warehouse Show & Shine

Brian Jubb 25 September

The Old Car Social Club and Bunnings Warehouse at Milperra are having their car show and shine again and once again the club has been invited to attend.

In previous events we've even won some awards, so come along and bring your pug to this great event.

Gates open at 7am and cars should be in position by 9am.

Entry fee for display cars is \$10 and an entry form is available at the Old Car Social Club website, at:

www.oldcarsocialclub.com.au

Bunnings at Milperra is located near Bankstown Airport and entry is off Milperra Road at Milperra.

Alpine Rally

Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2011 Alpine Classic Rally.

Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

For an entry form or more information about Classic Rallying, visit:

www.classicrallyclub.com.au

15—16 October, 2011

Jim Kearns tells the story of the Peugeot 504 cabriolet and how his 1972 example was restored to concours winning perfection.



It was my lucky day with the head lights

Jim Kearns

French cars do not always do the inspiring, according to Francois Allain in his book, Peugeot Coupés and Cabriolets, so it's not a surprise that the Chevrolet Camaro is said to have inspired the body style of the Peugeot 504 cabriolet.

The 204 grille was styled from Jackie Onassis's 1959 Cadillac Brougham, the prototype having four headlights; later two rounded, elongated headlights were introduced.

Peugeot had contracted Pininfarina to design the 403 in 1951 and 404 cabriolet and coupé and the 504 sedan followed.

Sergio Pininfarina released the concept car prototype on 25 October, 1966.

His son Battista, who had taken charge of the firm, then designed and built the vehicles in Turin and they were released at the Salon of Geneva in March 1969.

The sedan had been released six months previously, rather belatedly in September 1968 due to French political and union problems; it was the European Car of the Year and 3.7 million were to be made.

The coupe and cabriolet used the same drive train as the sedan but with a higher final drive ratio, and the cars were 13cm shorter.

Production was a two-nation affair. The drive train was made in Sochaux and sent by

train to Turin, where the cars were assembled with their special bodies. The vehicles were then taken back to Sochaux for finishing.

A specialist company changed those cars being shipped to the UK to right hand drive.

The wiring loom at the rear of the car was cut and joined up with wiring from a RHD 504 sedan front section.

The early model had a 1,796cc fuel injection motor, but it did not sell well in US.

In 1971, the larger 1,971cc injection engine was used, which offered 110 hp SAE and could travel at 179 km/hr.

The early cars from 1969 to 1974 using four-cylinder engines were notated as generation 1, and had four front headlights and sergeant stripe tail-lights.

From 1968 to 1971 the colours were Rouge Andalou (maroon), Jaune Cappacine (orange), Rouge Amarante (red), Blanc Arosa (white), Gris Claire Metallise (clear

sliver), Bleu Vent Metallise (torquoise).

Generation 2 504 cabriolets and coupés were introduced at the Salon de Paris in September 1974.

They were the first six-cylinder Peugeots since the 1936 Peugeot 601.

They shared with the new Peugeot 604 the 90° V6, overhead twin cam 2,664cc engine that delivered 136 hp DIN and capable of travelling at 186 km/h. But they were thirsty.

The engine was called PRV, being a collaboration of development between Peugeot, Renault and Volvo.

The vehicle in this article is a 1972 Peugeot 504 cabriolet Generation 1, which was imported from England by Rowley Pym of RPV Vehicles at Dural for Geoff Grist in 1996.

In 1972, Pininfarina built 4,058 coupes and 1,268 cabriolets for Peugeot.

Geoff had stored the car in a carport for a few years before restoration began at O.S. Restorations at Dee Why.

Cancer of the ferrum does not spare cars from Pininfarina and this car was completely dismantled in 1998 to begin the slow restoration





process, using a six-legged jig welded to the car body.

I purchased the car from Geoff in 2005 with 75 per cent of the rust work having been done, but only after I had spoken to Rowley Pym.

Rowley, who is a well-known Peugeot professional, 504C owner, enthusiast and expert, replied in a phone call re the possible project, "Yes, I think I can help you".

On this basis the vehicle was purchased and Rowley's remark proved to be a huge understatement.

The jig was given some wheels and the vehicle rolled onto a truck, which was scary because it had only been welded in a few spots.

It was transported to Dural where it was to stay for five and a half years.

Nearly every panel was repaired or remade for this car and we were fortunate to be able to use rusted parts from another donor car, which could help in providing a template if no part existed.

With so much rust work still to be done, under Rowley's guidance the project of the ground-up restoration was continued until completion.

Not one panel on the coupé and the cabriolet is the same as the 504 sedan but a new sedan floor had been made to fit at O & S Restorations.

Some die cast parts were remade and the beautiful door handles were recast and are made of brass.

The roof was obtained through Dons Trimming of the UK.

All the lights and most of the bright work were acquired on ebay over five years and the process continues. Rowley supplied some parts and some came from Kurt Orbie from Belgium.

I purchased four individual new front headlights on ebay over a three-year period.

When I took them up to Dural, Rowley asked whether they were right or left and inside or outside.

I had not taken this into account when purchasing them. They were expensive items and I was sweating as we worked through them. But it was my lucky day – they were all correct, and the odds of that are very high.

Kurt Orbie has a business totally involving Peugeot 504C buying and selling, which has only been developed in the past six years and which is now flourishing.

He now has an increasing supply of newly made mainly jewellery type items, e.g. Pininfarina badges and hood clips, etc.

The original roof clips, for example, were metal and scratched the trim; the new ones are plastic and better.

Some otherwise impossible to obtain parts such as plastic and rubber are now becoming available for 504C restorers.

The Peugeot Museum also has occasional reruns of parts, e.g. front lights and mudguards.

The engine and drive train were sent to Goodwins of Cessnock.

They made sure the gearbox and diff were okay and as new, and rebuilt the engine to original specifications. Fortunately, there was plenty of meat in the aluminium head.

The car itself is almost totally original, including the black rubber matting in the boot and cabin area. Headrests were added to prevent any problem with a blue slip, as 1972 was the year of headrest legislation in Australia.

Also, Rowley made a special clip to prevent the bonnet — hinged at the front — from crashing down on a mechanic's head.

No other modifications have been made, or were felt necessary.

Two-pack paint was used together with powder coat for cross members, suspension and engine accessories.

In 1972, the colours available for Generation 1 coupe/cabriolet were Rouge Andalou (Maroon 1969-74) Brun Metallise (Brown metallic 1971-74) Noir (Black 1971-73) Blanc Arosa (White 1969-93) Gris Claire Metallise (clear metallic silver 1969-74).

The car has been two-packed in its original Gris Claire Metallise, while the trim was done in matching red leather from Argentina, called Alpha Red, imported through a Melbourne leather company.

In 1961 the 403 cabriolet cost FF13,700. In 1962 the 404 super luxe cabriolet cost FF18,800. In 1969 the 504 cabriolet cost FF23,000 and the coupé FF24,000.

In 1971 the cabriolet cost FF26,500 and the four-cylinder coupé FF27,500.

By 1980 the four-cylinder coupé and cabriolet each cost FF76,500 and the V6 cabriolet FF90,000.

By 1983 the V6 Coupe sold for FF106,000.

I would like to thank the many people involved in this restoration, including Roger Chirnside who did all the rust work at Rowley's workshop, resulting in doors that fit like those of a modern robot-built car.

Extra steel was used in the sills to prevent any scuttle shake and provide strength.

A special mention is required to the late Owen Wuillemmin, who was teaching metalwork at the Kings School. He was restoring a 504 coupé and remade the inside door handle escutcheons from aluminium for us and insisted on not being financially remunerated.

Vince Ferraro and his team Ben, Ming and apprentice did a magnificent job on the bodywork and painting.

Ben Roser did all the trim work, except for the dash, which was done by Norm at "The Minister for the Interior" at Carlton.

Thanks to Malcolm and Steve Goodwin for the mechanical restoration.

A special thank you to Rowley Pym. He was responsible for supervising the whole restoration and the final result is a testament to his dedication and attention to detail.

One thing about restorations though is that they never finish. I would like to thank my wife Marie for her patience.

• Bibliography, Peugeot Coupés and Cabriolets, by Francois Allain.

From the Prom to Cape York by Peugeot

The South to North Trip



The group at the top of Oz.
Photo: Hank Verwoert

Daily reports from: Hank and Jo Verwoert, Merrilyn and Brian Ward, Leonie and Bob Donaghue, Joan Hoey and Tec, Glenys and Rob Trembath, John Watt and Greg Stewart, Irene and Richard Wolkow, Lesley and Mike Jolley, Tina and Barry Moritz, Ron Skeoch and Morrie Barrett.

Day 1, Wilsons Prom to Bairnsdale

Participants in 13 cars met at Yanakie for the first day of our adventure to Cape York. Photos were taken at the Wilsons Promontory Gate then we set off stopping at Foster, Longford and Seaspray before a lunch of fish and chips at Port Albert. Annie and Tony Nott's 203 van 'Cedric' was the centre of attention with the local photography club who were looking for photo opportunities. It was a great drive through Bengworden and Meerlieu to Bairnsdale for our cold and windy overnight stop.

Day 2, Bairnsdale to Wymah

Today's drive was over the great Dividing Range to Omeo and on to Mitta Mitta for lunch. We had sunshine heading up the range but a complete contrast of sleet, rain, fog, wind and cold coming down the other side. The road surface changed from gravel to mud.

One of the highlights of the day was crossing the Murray River via the Wymah ferry which crosses the river at the top end of the Hume Weir. Two cars crossed at a time, and once across we headed to Annie and Tony's farm where their house is perched on the side of the hill over looking the weir.

We had a BBQ together there, all cosy and

warm, while outside was a wild night.

Day 3, Wymah to Griffith

After a morning briefing, in very cold conditions, we set out following Tony on a scenic drive to Culcairn.

After indulging at the Culcairn Bakery we set off for Narrandera and Griffith with the weather windy and cold. Some participated in a BBQ at the park while others made their way into town to eat drink and gamble??!

To our knowledge there were no winners or gridders.

Day 4, Griffith to Nyngan

Leaving Griffith this morning we passed numerous citrus orchards and vines. We travelled through Rankin Springs and stopped at Lake Cargelligo for morning tea.

A bumpy gravel road to Mt Hope and lunch at Gilgunni. Another bumpy road to Nymagee where we met Leonie's cousin and family. After negotiating 'honey sales' we proceeded on rugged, and new roads to Nyngan where Jan and John Brumby joined us for a few days.

Day 5, Nyngan to Moree

After a late start we headed north under clear skies towards the wetlands of Macquarie Marshes.

By chance we located 'Willis Retreat', a privately owned Eco Retreat/Nature Reserve. We were made very welcome and invited to see and use their facilities.

After a detailed talk on the history and operation of Willis Retreat we headed to the Big Terrigal Creek bird viewing hide and on the way we forded



First dry water crossing on the Wymah ferry.
Photo: Brian Ward

our first water crossing without incident. By various back roads we arrived at Walgett for lunch and on to Moree for the night stop.

Day 6, Moree to Miles

Jan and John Brumby returned home after being with us for two days. At the morning tea break, at Talwood, Geoff Rose said goodbye to return home.

Travelling towards Glenmorgan we had a softwood-hardwood timber lesson from Brian and Bob.

Arriving at Glenmorgan for lunch we inspected Monty's Motor Museum. It was here that Nigel's car needed some wheel nuts replaced. Then into Meandarra for the Historic School of Arts Museum and the display of Military equipment while the ladies checked out the handcrafts. A leisurely drive into Miles for the overnight stop followed. Some travellers stayed in Miles and others stayed at Possum Park which consisted of old WW2 munitions bunkers and train carriages as accommodation.

Jo and Hank along with Irene and Richard joined the group at Miles.

Day 7, Miles to Moura

A beautiful sunny start. Morning tea at Tarooma where Rob's bonnet was removed and put on Ray's roof rack to stop the errant strut damaging the bonnet any further. A rough drive into Isla National Park followed by a short walk to Isla Gorge with spectacular views. Lunch



Photo: Mike Glover

with the company of currawongs. Cappuccinos in Theodore where the local constabulary suggested it was probably not a good idea to do a U-turn in a one way street and drive back the other way. Kerrie and Leon arrived to join us.

Day 8, Moura to Clermont

An undulating trip along Gregory Highway passing occasional bottle trees with the ranges of Carnarvon Gorge in the distance. A cold morning tea at Rolleston then lunch under lemon scented gums at Fairbairn Dam. A warm drive to Clermont to set up our tent and enjoy 504s

Day 9, Clermont to Charters Towers

Before leaving Clermont we stopped to inspect the beautiful murals on the sides of four railway carriages in the main street. Coal mining is the principal industry of this area and an extremely long conveyor belt ran beside the Gregory Development Road as we travelled north.

A coffee stop at Belyando Crossing this



First wet water crossing at Macquarie Marshes
Photo: Brian Ward

time accompanied by apostle birds. We visited Tower Hill which gave us great views of Charters Towers. A great Caravan park where we were joined by Barry and Tina as well as Phil and Paul.

Day 10, Charters Towers to Cairns

Didn't we all look spiffy this morning for the group photo at the Caravan Park. Short of Townsville, a few cars climbed Mt Stuart Rotary Lookout for a spectacular view of Townsville. Then it was into town for a lovely

people so much that they're driven to driving on the wrong side of the Bruce Highway. Ask Kerrie and Leon about that. Cardwell still bears silent witness to the destruction of Cyclone Yasi. Walsh's Pyramid certainly made a striking feature as we stretched our legs at Cairns.

Day 11, Cairns Rest Day

Most spent the day relaxing on the Esplanade with coffees and lunch. During 504s, Joan produced a large cake to celebrate Hank's birthday. Bob and Leonie's son Ben flew in to spend some time with Mum and Dad, Joan's son Andrew flew into to join Mum to the cape and back and Con's mate Mike Glover also flew in to travel to the cape.

Day 12, Cairns to Cooktown

Overcast skies as Group 1 left Cairns for Mossman Gorge, Mt Molloy (where Chris and Jan enjoyed huge hamburgers for lunch), Palmer River Roadhouse, and Cooktown. Just out of Port Douglas John and Greg stripped a tailshaft and RACQ towed them into Mossman. Bob and Leonie happened to see a 505 and left a note on the windscreen and within 2 hours the owners had made contact with Greg and John.

We all spent time wandering around Cooktown enjoying the unique history and sites of interest, particularly sunset at the lighthouse. It is a very windy place though.

Day 13, Cooktown to Hann River Roadhouse

Before arriving at Lakeland for an unscheduled coffee break (the offer was too good to resist!) we passed a crop which kept everyone guessing - a teak plantation!

The Quinkan Rock Art site near Laura rivals those of the Kimberley and Kakadu. It was well worth the visit.

We continued to Laura along a very good gravel road, crossing some pretty creek beds with water-lilies and wading birds. As we arrived at our pre-arranged lunch stop it was obvious one car was missing "Where can Kerrie and Jan have got to?" was the question on everyone's lips. Apparently they'd inadvertently chosen the tourist route! We arrived early at



One of the Haan River Roadhouse locals.



Continual corrugations.
Photo: Hank Verwoert

our destination, the Hann River Roadhouse enjoying the remainder of the afternoon swimming, walking, reading and relaxing. Our first campfire of the trip concluded a great day.

Day 14, Hann River to Archer River

After listening to party revellers at the Roadhouse until the early hours, we all were packed up early and ready to go before departure time, much to Hank's surprise.

Briefly stopped at Musgrave Roadhouse, originally an old telegraph station. Lunch at the small town of Coen, dirty 4WDs and Pugs lined the main street. No one could be persuaded to visit the 'Sexchange' Hotel!! A short day, plenty of dips and mainly dry creek crossings.

Treed countryside with sections of rocky outcrops. Lots of 4WDs and motorbikes. Arrived at Archer River Roadhouse around 2pm. A few went for a dip in the shallows of the river. No crocs in sight. The Roadhouse did a roaring trade in Archer burgers. Much laughter around the circle that evening!!

Day 15, Archer River to Weipa

On the road smartly, led slightly astray by Mike as we headed South. Hank noticed his compass was not pointing the right way. Thankfully we hadn't gone far.

Road conditions pretty good. Stopped for morning tea 60km from Weipa. Passed an on coming troop of Postie Bikes as we headed off again.

Arrived in Weipa at midday and spent a relaxing afternoon swimming. Quite a few of us opted for not cooking and have it cooked for us. Fish and chips and coleslaw as we watched the sun set on the Gulf of Carpentaria.

Day 16, Rest Day Weipa

A relaxing morning in the shady caravan park, checking cars, doing the washing, and buying supplies. It was great to see Group 2 arrive though Phil Challinor and Paul Pracey's windscreen was missing. A local cabinet maker made another using polycarbonate!

A drive around town and along the long



Relaxing at Archer River Roadhouse
Photo: Leon de Waard

bridge were highlights of this small bauxite mining town of Weipa.

Day 17, Weipa to Moreton Telegraph Station

Left Weipa after visiting the bakery for morning tea supplies only to be caught behind a convoy of 8 4WDs travelling at only 60 kph. A conversation between the two convoy leaders on the CB allowed us to pass and proceed at 80-85 kph. We crossed the Wenlock River and arrived at camp. The friendly and accommodating owner gave us a large grassed area to ourselves under magnificent large trees. A great campfire that evening.

Day 18, Moreton Telegraph Station to Eliot/Twin Falls

After the predictable corrugated, bumpy and often bitumen red roads, we paused at Bramwell Junction for car repairs to 'Molly', Tina and Barry's 403 wagon, petrol and Rocky Road ice creams. Stopped for a look at Fruit bat Falls where Bob and Leonie had a quick swim. On the way to Eliot/Twin Falls we went through



Who would have thought to pack a vacuum cleaner for a trip like this?



Entering Eliot Falls camp ground was quite an adventure and the subject of many photos



Allan Parker's 404 on the way out of Eliot Falls camp ground
Photo: Brian Ward

our first serious water crossing. We all made it through with some 'exciting' moments. Headed along a very bumpy track to our bush camp then after erecting tents, rewarded ourselves in the very welcome falls.

Day 19, Eliot/Twin Falls to Seisia

Up at 6.30 am. It noticeably gets light quick. Bob and Barry went for an early morning swim at the Saucepan Falls. We drove out of the Jardine National Park the same route we drove in except we negotiated down a 4WD track instead of driving through the creek. It needed

'modifications' before we could attempt to ease down it. Hank, Barry, Brian, Alan, Chris, Ron, Bob, and Joan all drove down safely, Rob and Leon opted to drive through the creek and Richard did both.

Had morning tea at Fruitbat Falls and a beautiful swim. We all boarded the Jardine Ferry, 6 cars at a time. Met the local Police on the other side and all were breathalised. Had lunch at Bamaga and camped at Seisia on the beach where a beautiful sunset was enjoyed by all.

Photo: Leon de Waard



Day 20, Trip to the Top

The day started with Leon bogged in sand at the camp! Today's corrugations equal to any on the trip! On the way we stopped at the Croc Tent and many trinkets were purchased.

Only one last river to cross and the 4 wheel drives showed it was deep & rocky. The intrepid bunch soon cleared a small stump to make a bypass so that we could all continue! Just a 400 metre walk enabled individual and group photos at the top of Australia.

The sundial confirmed that the Tasmanian participants were further than Perth, from home. We walked back to line up the Pugs and 4 wheel drive support vehicles on the beach for group photos and lunch. Some returned to Seisia while the remainder explored Somerset historic settlement and Punsand Bay, with Hank finding a deep water hole to submerge the breadvan over the bonnet but not stop it. From Bottom to Top in the intrepid Pugs, objective was achieved.

Day 21, Thursday Island

The early start to get to the ferry was worth the effort. A perfect one hour trip across to Thursday Island was followed by a bus tour. We saw the fortifications constructed before WW1 to defend Australia.

The cemetery had many graves and a memo-



GPS proof that we had reached The Tip
Photo: Brian Ward



rials to Japanese pearl divers. We heard of the Islanders culture and their burials. Lunch at the Top Pub (furthest north in Aus), a visit to the most northern Anglican Cathedral and some shopping were enjoyed by all.

The ferry back to Seisia was a little more exciting with some being drenched by the spray. Dinner and a beach campfire ended an interesting, enjoyable, and relaxing day.

Day 22, Seisia to Moreton

Crossed the Jardine River on the ferry and the operator wanted to swap his Bamaga T-shirt for a Peugeot T-shirt but unfortunately he was a BIG islander and not even the biggest of our T-shirts would have come close. Leon and Kerrie headed south to fit in a reef dive before the constraints of work. Fruitbat Falls again for morning tea and another refreshing swim. Bramwell Roadhouse for lunch near some very high termite mounds. Another great evening campfire.

Day 23, Moreton Telegraph station to Musgrave Roadhouse

Very damp morning. Jo found a beautiful White Lipped Green tree Frog, he was much photographed. The road was good after initial corrugations with plenty of wallabies to be seen.

Morning tea at Archer River where we met the 'Splinter group' travelling to the Cape. The Thomas' Jennings, Halls etc plus Alistair and Myra Inglis in their 203 ute. We parted

ways and from here the road got rougher, lots of dips with rocky bottoms. Stopped at the Quarantine station just before Coen.

Just out of town Alan Parker lost his windscreen to a large rock flicked up by a 4WD. There were lots of loose rocks on the road. All arrived at Musgrave without further mishap. It was decided to fit 'Molly's' spare 403 windscreen (with a bit of modification) to Alan's 404 until he gets to Cairns. Another night around the campfire.

Day 24, Musgrave to Cooktown

Heading east into Lakefield National Park uncovered a great mixture of scenery from very hilly to very flat, creek crossings galore, some of which proved too challenging for a white 404 sedan. It stopped just short on one crossing and managed to restart and get through under its own power on another. Lots of wildlife with goannas, white necked herons, a cantankerous bucking steer, kangaroos and at Red Lily Lagoon Magpie geese, egrets and a 3 legged turtle. Then just down the road was White Lagoon with kingfishers, brolgas, and the redtailed black cockatoos at Old Laura Homestead. We also enjoyed Isabella Falls. What a day of sightseeing.

Day 25, Cooktown Rest Day

For most of us a pleasant walk to Cooktown's coffee shop started our day. Visits to James Cook museum, the Botanic Gardens, local Galleries, and shops followed.

Car repairs and maintenance at David Cass' home and various workshops in town got all cars ready for tomorrow's travels. 504s included a very big cake, for Alan's birthday, which everyone enjoyed after their BBQ tea.

Day 26, Cooktown to Cairns

After saying goodbye to Glenys and Rob we set off for the Bloomfield track. First a quick stop at the Lions Den Hotel at Helenvale for a lemon squash while perusing the memorabilia lining the walls. A PCCV cap was added to their collection.

We drove parallel to the Bloomfield River and stopped for a walk to the magnificent Bloomfield Falls. As we continued towards our lunch stop, road conditions deteriorated along the rock strewn river bed. We negotiated some steep and challenging descents and an extremely steep and challenging ascent.

Hank's GPS estimated our average speed since Cooktown at 38 kph! We crossed the Daintree on the ferry and numerous photos were taken of the '4WDs ONLY PAST THIS POINT' sign as we left the track and drove through more tropical rainforest around Cape Tribulation, where Bob and Leonie reported a cassowary sighting. Back into flat country and corn fields as we returned to Cairns.

Time to wind down and relax after a fantastic, well planned trip in the company of a great group of like minded friends.

Thank you Hank and Jo.

— the participants



PARTICIPANTS

Bob & Leonie Donaghue	504W
Leon & Kerrie de Waard	505S
Barry & Tina Mouritz	403W
Morrie Barrett & G.Rose/R.Skeoch	505S
Allan Parker	404W
Joan Hoey	L/Cruiser
Greg Stewart & John Watt	505S
Chris Bengtson & Jan Green	505W
Brian & Merrilyn Ward	504S
Rob & Glenys Trembath	504S
Hank & Jo Verwoert	404U
Richard & Irene Wolkow	4WD
Mike and Lesley Jolley	4WD
Murray Knight & Val Gibson	504W
Ray Vorhauer	404W
Rob Payne & Paul Playoust	504S
Phillip Challinor & Paul Pracey	404S
Con Engel & Mike Glover	505S
Nigel Nash & Louise Fountain	505S
Toni Nott & Annie Brown	203W



Sata Rallye Açores

SATA RALLYE Açores was set for a thrilling final-day showdown after Andreas Mikkelsen slashed Juho Hänninen's overall lead to 1.3s.

The ŠKODA UK Motorsport driver began the closing loop of three stages 10.1s behind the defending Intercontinental Rally Challenge champion but edged into contention with a hat trick of fastest stage times on the tricky gravel event, which has been full of drama from the outset.

Bruno Magalhães, the winner in the Azores in 2010, is third overnight in his Peugeot Sport Portugal 207 following a close battle

with Hänninen's factory ŠKoda team-mate Jan Kopecký. Bryan Bouffier is fifth in his Peugeot France entry and will start first on the road on Saturday's final five stages when the leading positions are reversed.

Hänninen appeared to be in the ascendancy when he claimed his second stage victory of the day on the fog-hit Sete Cidades stage on Friday morning to go 9.7s clear of Mikkelsen. Although Mikkelsen hit back with the quickest time on stage seven, Hänninen regained his advantage on stage eight when Mikkelsen ran slightly wide exiting a corner.

When organisers cancelled the repeat of

the Sete Cidades test due to delays recovering stranded competing cars that had hit trouble on the first run, Hänninen was given a momentary respite only for Mikkelsen to mount his charge, which appeared to take its toll on Hänninen when the Finn made a rare error on the day's final stage.

"It was a downhill hairpin right," explained Hänninen. "I almost spun but in the end I stalled. I did not lose so much time but it was a stupid mistake."

Magalhães said he had driven flat out to fend off Kopecký for third after conceding that he didn't have the pace to match Hänninen and Mikkelsen. It was a fraught finish to the day for the 31-year-old when a rear damper problem caused a handling imbalance that was particularly apparent at high speed.

Kopecký said his lack of confidence on gravel was masking his true pace, while Bouffier reckoned his lack of knowledge of the Azorean stages was compromising his efforts. The Frenchman now faces the prospect of running first on the road on Saturday after Patrik Sandell, who had been in a secure fifth place for much of the day, dropped back when he was handed a one-minute penalty for an early check-in.

The Swede was adamant that the penalty was the result of an error and not an attempt to avoid cleaning the road of the surface gravel for a second successive day in his ŠKODA Sweden Fabia.

Ricardo Moura's bid to gain maximum points in the Azorean and Portuguese championships is on target following a cautious run in his Ralliart Mitsubishi Lancer. The islander is in sixth position overnight and clear in the battle for the IRC Production Cup.



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Having been introduced to the Azores Islands of Portugal, hydrangeas are now very common there, particularly on Faial, which is known as the "blue island" due to the vast number of hydrangeas present on the island

Paulo Maciel continues to top the IRC 2WD Cup with series' leader Jean-Michel Raoux up to second. Defending champion Harry Hunt was in second when he went off the road in the fog and mud of stage six and got stuck for approximately six minutes. He starts day three in fifth.

Guy Wilks was sixth overall when he crashed into an earth bank on stage six and broke the bottom left-hand suspension arm of his Peugeot UK 207 Super 2000 and retired. "We should have gone left but we locked up and went straight into a bank. We're really disappointed."

A loose master switch ignition cable forced Toshi Arai to retire his R4-specification Subaru Impreza on Friday's first test. He is set to restart on day three. Team-mate Fumio Nutahara is 11th overnight. Juho Hänninen has made it three wins from four starts in this year's Intercontinental Rally Challenge to move back into the lead of the all-action series with a dramatic victory on Sata Rallye Açores.

Driving a ŠKODA Motorsport Fabia Super 2000, the defending IRC champion was embroiled in a close battle with rising star Andreas Mikkelsen starting the final day of the gravel event. But a courageous run through Saturday's second stage handed him a slender advantage over the Norwegian that he maintained to the finish.

A hat trick of stage wins on Friday afternoon had propelled Mikkelsen to within 1.3s of Hänninen starting day three. And the fight for glory took another dramatic twist when Mikkelsen went faster than Hänninen on Saturday's opening run to snatch the lead by 2.7s, despite bashing his Fabia's left-rear wheel on an earth bank in thick fog.

With fog still proving a nuisance on stage 14, Mikkelsen admitted he was too cautious through the run and slipped back as Hänninen threw caution to the wind to regain the lead with a blistering drive. Mikkelsen won the Grupo Marques superspecial to narrow the Finn's margin to 10.9s with two stages remaining when a decision was made for both drivers to hold station to ensure a dominant finish for the Czech manufacturer, which now heads Peugeot in the makes' standings by 48 points.

The result also means Hänninen, who was using Michelin tyres and has won more IRC rounds than any other driver with eight victories, secured the prestigious Colin McRae

Drivers' standings:

1. Hänninen 83 points
2. Bouffier 79
3. Loix 70
4. Kopecký 70
5. Neuville 48
6. Mikkelsen 46

Manufacturers' standings:

1. Škoda 229 points
2. Peugeot 181
3. Subaru 49
4. M-Sport 45
5. Ralliart 42
6. Honda 28

IRC Flat Out Trophy, which is presented on all rounds of the IRC to the driver best embodying the spirit of the rallying legend.

Although he ultimately had to settle for second place, the 22-year-old Mikkelsen

can take plenty of positives from his mature performance in the Azores after he recorded a total of six stage wins and his first podium since RACMSA Rally of Scotland last season.

Bruno Magalhães, the winner in the Azores in 2010, was in third place at the start of day three when the rear differential support on his Peugeot Sport Portugal 207 broke, forcing the 31-year-old's retirement following Saturday's first stage. "The support was almost on the ground and there was nothing we could do," he said. "One more time it is bad luck when we are fighting for the podium. I'm very disappointed."

Magalhães' misfortune enabled Jan Kopecký to claim a comfortable third place despite the onset of a powersteering problem

ical failure went unpunished and Kopecký took his fourth podium finish of the season.

Bouffier was the highest-placed event newcomer at the wheel of his Peugeot France 207. The Rallye Monte-Carlo winner ran first on the road on the final day and his capture of fourth overall means he remains firmly in contention for the IRC drivers' crown.

Patrik Sandell said he lacked the confidence to attack on Saturday's opening fog-hit stage and adopted a cautious approach to finish fifth in his ŠKODA Sweden-entered Fabia, his best result in the IRC to date. He rounded out a solid performance by winning the last stage.

Ricardo Moura dominated the IRC Production Cup category in his Ralliart Mitsubishi Lancer and finished sixth overall in the process. Little troubled the local hero who resisted the temptation to try to replicate the fifth place he achieved in the Azores in 2010 in order to secure maximum points in the Azorean and Portuguese championships. Vitor Lopes finished seventh in a Subaru Impreza with Vitor Pascoal eighth at the wheel of another Lancer.

Behind Sergio Silva in ninth, Yokohama-backed Fumio Nutahara claimed his maiden IRC drivers' championship point on his first appearance in Subaru's R4-specification Impreza. The Japanese thought his challenge was over when his car's engine cut following

a water splash on stage 14 but he fought back to clinch 10th overall.

After retiring when he broke his suspension nudging an earth bank on Friday morning, Guy Wilks elected not to restart on Saturday under SupeRally regulations in his Peugeot UK 207. Nutahara's

Subaru team-mate Toshi Arai did restart under SupeRally after his exit on Friday with an electrical fault but he suffered further from a damaged tyre.

2011 Sata Rallye Açores — final positions

1. Hänninen/Markkula, Škoda Fabia S2000, 2h 19m 9.8s
2. Mikkelsen/Floene, Škoda Fabia S2000, +42.3s
3. Kopecký/Stary, Škoda Fabia S2000, +1m 46.0s
4. Bouffier/Panseri, Peugeot 207 S2000, +3m 36.2s
5. Sandell/Parmander, Škoda Fabia S2000, +4m 33.3s
6. Moura/Eiro, Mitsubishi Lancer Evo IX, +6m 7.0s

on Saturday morning, which proved a particular hindrance to the Czech driver on the very narrow and twisty stage 14. With a clear margin over Bryan Bouffier in fourth, the mechan-



Flight of fancy: Wilks and Pugh looked the goods but came crashing down to earth early in Stage six, to retire from the event.

Will Malaysia put the boot in for us?



Peugeot 408 press photo

AS NEWS EMERGED that Peugeot was looking at producing the 408 sedan in right-hand drive form in Malaysia for export to Australia, a club member has tracked down and photographed the Chinese model.

Yuting Wan and a colleague were on a business visit to China and after finishing their work made the trip to the Great Wall.

"At the foot of the mountain where the Great Wall is, we saw this 408," Yuting said.

The driver agreed to let them photograph the car and he answered questions about it, confirming that it had a 2.0-litre, 100kW engine.

"The car is about the same size as the 407, but in my opinion it is better looking," Yuting said.

The 308-based 408 is a left-hand drive-only model produced at the Dongfeng plant in Hubei province and in Argentina.

It was designed in China to serve Asian, Latin American and Eastern European markets that prefer sedans to hatchbacks. It has plenty of back seat room to give throne appeal to the Chinese buyers who like to be driven.

The body and wheelbase are 404mm and 100mm longer than the 308 and it has a high level of specification. It comes in 1.6- and 2.0-litre four-cylinder petrol engine guises, as well as with a 1.6-litre HDi turbo-diesel



Photo: Yuting Wan



Photo: Yuting Wan

for South American customers.

Peugeot Automobiles Australia general manager Ken Thomas is confident that Malaysian assembly of Chinese-sourced kits will probably happen because there is a lot of interest for the 408 in Malaysia and RHD cars could be supplied to Australia, New Zealand, South Africa and Japan.

"The company there is saying there is a real void in the market for a medium-sized three-box car," he told GoAuto at the 508 launch.

Mr Thomas said a decision would be made by the end of this year whether Malaysian Peugeot distributor Nasim would build the RHD 408 in the near future. It already assembles variants of the 308 at its plant in Gurun.

Whether it comes here depends on Canberra's automotive Great Wall.

Homebush has begun negotiating Australian Design Rules compliance for the 408 and will know the outcome later in the year. If a decision is made to bring in the model, it could be shown at the Sydney Motor Show next year and launched after that.

Peugeot's plans include:

- Importing the Japanese-built 4008 late next year. This is a front-wheel and four-wheel drive wagon based on the Mitsubishi ASX, which is already available and has sold 3,600 units this year.
- The 208 is due late next year to replace the 207, which did not match the 206 in popularity.
- The Peugeot 108 is still on the Australian radar, though a possible upgrade to the existing 107 could delay the production of the new generation of the Czech-built baby car until 2013.

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Richard doing his thing



OH DEAR, THIS IS Richard Hammond's take on the "Peugeot face". A BBC promo video clip includes the Top Gear presenter's gurning to depict the look of all Peugeot cars as one of the "17 Reasons to Watch Season 17" of the programme.

It's a look that's gone viral on the internet as motoring blogs pick up the file.

It may be offensive to Peugeot and if the French complain the BBC might even apologise, as it does regularly to ambassadors and others put out by insults and vulgarity.

However, getting a laugh from objectional antics is part of the formula that turned a staid BBC motoring review programme into an international top rater and the hosts try to outdo each other in being crass, jingoistic and outrageous.

Other moments from the season include explosions, dune buggies and tanks crashing into houses. The explosions are when the Marauder and the Hummer are tested for how they can handle a blast from 7lb of dynamite. Apparently one does much better than the other.

Quake and costs hit Peugeot plans

The Peugeot group said its automotive unit may post a loss in the second half because of rising material costs and continued disruption from the Japanese earthquake in March.

Indicating that PSA Peugeot-Citroën would be €300m worse off, chief financial officer Frederic Saint-Geours said "We're encountering much stronger headwinds than we expected at the start of the year."

First-half operating profit rose 1.8 per cent, held back by a 23 per cent earnings drop at PSA's carmaking operation and a €147 million hit from Japanese parts shortages.

Europe's car market shrank by 1.8 per cent in the first half to 7.35 million vehicles, with Peugeot and Citroën sales dropping 7.1 per cent, according to industry figures.

Peugeot had improved its financial position with the introduction of upscale models such as the 3008, RCZ, Citroën DS3 minicar and the luxurious 508 and they made up 17 per cent of first half deliveries, compared with 14 per cent a year ago, but all these gains were wiped out.

The company reduced its forecast for growth in China, now the world's largest auto market, to about 7 per cent and expected better sales in Latin America and Russia.

The Japanese problem, which had led to

"some complicated dialogue with customers", including Australia, was expected to ease in the northern

autumn.

Despite the gloom and a dramatic slump in the PSA share price, group first-half group operating profit increased to €1.16 billion from €1.14 billion euros a year earlier, thanks to higher profits at the Faurecia auto-parts division, the Gefco trucking unit and the PSA Finance bank business.

Analysts say Peugeot, like Renault and Fiat, is particularly vulnerable because of its reliance of low margin mass production.

"When volumes go down, earnings go down," Bernstein Research auto analyst Max Warburton told Bloomberg. "When volumes go down a lot, earnings collapse."

"More profitable companies like the Germans have more of a cushion before they lose money than the struggling companies like the French."

Boosted by big sales in China and a rebounding U.S. performance, BMW's second quarter profit margin was a Ferrari/Porsche like 14.4 per cent, while Volkswagen subsidiary Audi racked up 11.8 per cent and Mercedes-Benz 10.7 per cent.

Analysts expect more of the same in 2011.

The big French problem is that the government has painted both the Peugeot group and

Renault into a corner to protect jobs ahead of next year's presidential election.

A Bloomberg report said French auto output has fallen 50 per cent in 15 years and the French share of the European market has declined but the automakers have been unable to close any factories to improve their efficiency and they have fallen behind Volkswagen in profitability.

VW last year posted €6.85 billion in net income, compared with Renault's €3.42 billion and PSA Peugeot Citroën's €1.13 billion. Peugeot and Renault trail because they depend more heavily on sales of smaller, cheaper models than VW, while facing similar hourly industrial labour costs at their domestic plants, Eurostat data show.

The French government made €6 billion emergency loans to Peugeot and Renault during the global economic crisis on condition that no factories close.

Ford Europe says European production overcapacity is 35 per cent.

In contrast to France, the US government bailed out General Motors and Chrysler, and their financial recovery was the result of dumping brands, closing plants and laying off workers. The companies are stronger than ever.

Recently Peugeot backed away hurriedly when the government called a leaked plan to close the Citroën plant at Aulnay down the track "unacceptable".

The only factory Peugeot has dared to close was in England.

As Renault's largest shareholder, the government demanded that the firm make building upscale cars a priority before it would approve a new chief operating officer.

Bloomberg said the government exerts influence at both carmakers through tax breaks, research credits and employment incentives, and the pressure has intensified as president Nicolas Sarkozy seeks re-election in 2012.

— from Bloomberg, *Automotive News Europe*, the *Detroit News* and the *Financial Times*.

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Peter Wilson, Peter Cusworth, Ross Berghofer, Mark Besley, Con Engel, Mike Glover, Helen Louran, Jim Kearns, Brian Jubb, Brian Ward, Hank Vewoert, Paul Playoust, John Geremin, Jim Brear, Leon de Waard, Yuting Wan, Philip Challinor and the number 508.

Pugilist gives up its creases



Going, going, gone: Our 1988 photo of a vintage Peugeot Type 163 touring car that had been stored at Wisemans Ferry since being imported from Bahrain, still in running order, and sold on e-bay in 2006 for \$9,611 to a bidder named cj-studd.

35 years ago

1976 On the Cote D'Azur Peter Boorman is enjoying the incredibly blue Mediterranean, the bikinis without tops and snapping exotic Pugs like a 301, mint 203s and V6 504 coupés.

A swinging passenger door in a fast lefthander acted as an airbrake for Anne Barrett in her Peugeot 403 stocker and gave Stu Lenthall a chance to whip ahead in his modded Peugeot 203 to win a lap dash at Oran Park.

Robert Rigg is trying to track down another earth tan Peugeot 504 for a wedding.

30 years ago

1981 David Child lends his Peugeot 203C for the Leyland launch of the \$18,000 Peugeot 505 and there are some great write-ups as well as a wine of moonlight-picked shiraz cabernet pressed through cattle grids and bottled under the 1953 Redex label. Neil



Awesome: This Peugeot 306 with a tuned 406 coupé 3.0-litre V6 engine in front and a twin V6 in the back was star of Pugfest, the largest annual UK gathering of Peugeots.

Simpson's bro-in-law is trying to sell his Peugeot 504 turbo, but most of the inquiries he's had are just to ask: "How does it go?" Neil says: "Unbelievable" in accelerating from 100 kmh.

Learning from a sideways experience, Mike Seamon pips Ian Robbo at the post in his rally Peugeot 504 to win outright the Silverdale Hill Climb.

25 years ago

1986 The purchase of larger envelopes means that members get their Pugilist without a crease through the centre.

The club fields 10 competitors in the Silverdale Hill Climb with seven Peugeot 504s entered, six checked by one Robert Rigg for class compliance. Tony McDermott, Ron Gruber and Ron Flood joined regulars Ian Robinson, Dave Wood and Riggers along with mongrelists Peter Cooke, David Stone and Andre Byrne.

20 years ago

1991 Ray Bowden, chief of Inchcape's new Peugeot arm, outlines a five-year plan and new marketing strategies to revitalise Pug sales in Australia. He lets slip that Peugeot is producing ADR-compliant cars at less than their commercial value to help kick things along.

Peugeot 604s rule as Marge Collier takes out the bet French car award and Steve Palocz the best-in-club.



Love Pug: The 206 CC is a 2001 motor show hit and buyers are ordering it before a price has been decided.

An unnamed Melbourne enthusiast is a restoring an imported 1903 Type 56 Peugeot with a 833 cc single-banger engine. It's a convertible of sorts – the back section with facing rear seats and a dogcart rear door comes off to make it a snappy runabout.

15 years ago

1996 After years as a cult figure among Peugeot 203 owners, Peter Flanagan of Canberra buys from Greg Mackie of Moss Vale a rare Peugeot 175.

Another Peugeot 203 fan, Peter Fogelman rates his 306 as "most driver friendly".

To get a blue slip for her restored Peugeot 404 ute, Elisabeth Hallam visits the Motor Squad HQ in Surry Hills and get a new VIN number, learning that no utes have been stolen. Downstairs is an underground garage, an Aladin's Cave of recovered stolen auto goodies.

James Cleary starts as Peugeot Concessionaires Australia publicity honcho with the Peugeot 406 launch to organise. Dealers have seen how it compares against the Audi A4, Saab 900, Subaru Liberty and BMW 318.

Pug sales in Australia are starting to get over the bomb

Pride of the Hunter: These Peugeot 203s were among some 40 cars gathered at Wollombi for the valley's then annual French car meet in 1961.



test blues.

10 years ago

2001 John Taylor creates an economy record in driving a Peugeot 407 from Melbourne to Rockhampton – 2,384.3 km – on a single tank of fuel.

Doug Smith says a drive in his brother-in-law's 404 years ago convinced him he should also get one.

John Deans, who bought Ken Guymer's Peugeot 505 STi, has joined the club along with his son. After his WRX was stolen, stripped and written off in its third break-in, John bought a two-litre Peugeot 306 auto that both he and his daughter could enjoy driving without the worry of someone stealing it.

When the Queen made an impromptu visit to a Hebridean Island during her 80th birthday Scottish cruise, shopkeeper Russell Town, gave her a lift from the beach to the island's famous gardens in his Peugeot people mover.

Five years ago

2006 In Citroëns, it's the ride quality. In Peugeots, it's the driving experience. That's how David Bean sums up the rough difference in the marques after road testing dozens of different models in the two clubs.

If you're going to have a crash, you're a lot safer in a Peugeot. The Monash Accident Research Centre found this after analysis of more than a million serious crashes. It rates the Peugeot 406 among the top eight safest luxury cars and the Peugeot 306 among the top three safest small cars.

As a former rally driver, Ken Langton respects his cars and says his Peugeot 505 turbo diesel seems just run in at 250,000 km and still has its original brake pads.



Dennis Barber's collection: Sorry folks, our Toowoomba member did not get all of his cars out of his shed for this 2006 photo. They all run.



Torque printer, Jeff Gill, thought it was about time he contributed something to Torque instead of just printing it. Here he shares an unusual cause and effect mechanical diagnosis.

Jeff Gill

About two months ago whilst driving home on a rainy night (as if in Warburton) the headlights on my Mi16 appeared to be duller than usual – I put this down to never replacing the lens.

About 4 km closer to home the alternator / battery warning light comes on – problem solved, the alternator probably needs looking at – it has nearly 200,000km on it since the last rebuild.

As I was pondering how far I could run on the battery alone, the smell of coolant started to waft into the cabin. What’s going on? Keep

A rat in the flanks

pressing on with ever decreasing candlepower (very appropriate word in this case) and the engine temp isn’t moving. In true Peugeot tradition I get home safely.

A quick look under the bonnet doesn’t shed much light on what’s happening. It’s 11.00pm and it’s freezing (as if at my place), so it can all keep for another day.

On closer inspection in daytime, it looks like something has caused the alternator belt to come off and just hang on the crankshaft pulley.

Very strange as it hasn’t been on there that long. I must add that all the time I was doing this I couldn’t work out what all the fur-like substance around that end of the engine was.

Now for the coolant smell, coolant dripping everywhere and not much left in radiator.

Finally found where it was coming from (would take no longer than 2 min. to find on the 504, not front wheel drive Peugeots though).

The belt idler pulley, which was just hanging on by a thread, had rubbed on the lower radiator hose.

Problem all diagnosed and can now start to put it right. The odd bit of blood and fur still had me beat, after removing driver’s-side wheel and inner panel to get to the lower hose (more accessible when the car is half apart!).

As I start to work from the top of the car I found an object wedged in between the radiator side tank and the front support panel. When I say wedged, I mean it.

After a bit of wriggling, out comes a very squashed (about 20mm) long RAT, all in one piece but elongated. It appears to have taken up residence under the bonnet (not that unusual) and must have missed his wake up call and came for a ride with me.

After about 30 minutes it has decided to go thrillseeking (must be a teenage male rat) and went for a ride on the wide alternator belt around and around until it all ended in tears, knocking the belt and pulley off in the process.

I had noticed rat droppings in crevices in the engine bay weeks ago but inexplicably hadn’t acted on it. I got off lightly, god knows what a large rat could do to the miles and miles of wiring in a Series 1 Mi16.

The enclosed pictures are hard to make out as the rat’s dark coolant-soaked fur really blends in.

Please excuse my grammar and use of commas etc.,, but after 2 weeks of following Cadel in France, usually not going to bed until 2am I am stuffed. I suspect our esteemed editor might be in the same boat. GO CADEL.

— from Torque.



A brew for rusted nuts

Rusted nuts on project cars are always a challenge and restorers have a range of approaches so a new one could be worth filing away for later testing.

Californian George Kay passed on a brew found on a motorcycle group list that had topped a magazine test.

His local machinist group mixed up a batch and used it with equally good results, he said.

The inspiration was a Machinist’s Workshop magazine test of penetrates for break-out torque on rusted nuts under unexplained controlled conditions.

The results were significant:

Penetrating oil	Average load
None	516 lb
WD-40	238 lb
PB Blaster	214 lb
Liquid Wrench	127 lb
Kano Kroil	106 lb
ATF-Acetone mix	53 lb

The ATF-Acetone mix was a “home brew” mix of 50-50 automatic transmission fluid and acetone.

George pointed out the “home brew” was better than any commercial product in this particular test.

He noted that Liquid Wrench was about as good as Kroil, the product he had used previously, for about a fifth of the price.”

George’s post on the Peugeot-L Group brought a couple of responses.

The first swore by Coca-Cola.

The other had a dubious “suicide” method – zapping the nut on each side with a very sturdy lead secured to a quality heavy duty car battery, producing menacing sounds, sparks and foul smoke until it is red hot and easily wrenched off.

It came with the caution that it could destroy lesser batteries.

— from the Peugeot L Group,



For sale

203C, green, ex-Gordon Miller car, hardly used in recent years. Perfect condition. Rego 22369H (club rego). Car is in Maitland but can be delivered. \$22,000. Rod Farrell, 0402 063 052

206 XT 2001, white, 5sp man, 254,000km, 15" alloys. Immaculate condition \$8,800. Rego Sept AKJ 80P. Margaret, Charlestown. 02 4920 7074

306 XSi 1999 5 door Hatchback auto. Only owned by 2 members Bob Wright & Don Bailey (from 2008). Almost \$9,000 of refurbishment in last 3 yrs, so it's like new & drives as such. Full service & refurbishment file from day one, done <300k, but easy gentle freeway km & ready for the next 300k as I'm as good as new. No rust, front driver's seat & roof a little worn – both easily fixed (or ignored!). Reg to 2/2012. Low cost at just \$3,499 ono. Don Bailey, Putney. 0418 257 529, 9802 5688 or email: donbailey@optusnet.com.au

307 CC Dynamic. 2005, red, auto, leather and other options, immaculate one owner car, treasured by deceased owner; only 27,000km, logbooks, recently serviced. Rego Dec 2011. \$24,900 ono. Dulcie, Castle Cove, 9417 4905, 0419 474 205

405 Mi16, 1993 model, 169,000 km. Dark blue, good overall condition. SSQ 908. Reg expired 28 Jun 2011. Comes with a pink slip for reg, \$2,000. Andrew, Cronulla, 0459 804 739 Andrew.Milner@westrac.com.au.

406 auto 3.0l coupe. Sunroof, unregistered (for most of this year), compliance plate 5/1998, first registered 12/1999, can be registered at extra price, current owner is the second owner, timing belt recently replaced. Good tyres, 99,000km, Vin: VF38CXSZ580567909, \$8,500, Tim, Amcliff, 0406 221 800

504 Cabriolet 1972 2L Ti. Silver metallic with new black top. Recent servicing work – all fluids and filters changed recently. Set of 5 GTi alloys 15 x 6 inch. BA10 5 speed box. Historic ACT registration 1135. Was fully registered in NSW last in 1987. As seen at the Easter pageant this year in Canberra. Excellent condition. \$33,000. Ian 0437 147 715 or ib@netspeed.com.au

504 wagon, 1976. White, reg SCUN403, to 19 Dec 2011, fuel injected motor, 5 sp gearbox, limited slip diff, dual fuel tanks, 604 wheels with Toyo tyres (approx 25% used), some rust in the body, \$2000 ono. John Ralphs, Chatswood, 9419 6851

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 SEPTEMBER 2011. 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.

505 STi 1985. Sedan, auto 272,000km, silver with blue interior, NSW rego to Jan 2012, \$1,250 ono. Grant, Tweed Heads, 0402 131 580

505 GTi Ser2 1988. Auto, 9 mth rego, highly original, white / blue, presents and drives very well, straight clean and rust free, third owner 317,000 mostly highway km, no accidents, very good paint, panels, seats and blue velour interior, dashboard and instruments. VG 2.2l engine, sweet 4 sp auto (rebuilt 60k ago), lock up torque converter and auto downshift, LSD, 15" alloys, A/C, central lock, 4 pwr wind, pwr strg, good tinted glass, new tyres, much service history by P504. Known in detail by Simon, \$3,400 ono, Paul, Sydney 9807 6427

604, 1977, V6 alloy petrol motor, 3 sp auto, sunroof, leather upholstery, white, last registered 9/2002, last driven 1/2005, some rust in passenger side front door and panel between engine hood and windscreen. A beautiful car! I am open to seriously genuine offers,

Les, Boonah Qld, 0408 499 240

Parts

172R Peugeot new pistons. Original old stock, Radiator with shell and badge. Brian Arundale, Evandale, Tas. 03 6391 8698

505 GR air cond – total system or by major components, reasonable offers. Paul, Sydney, 9807 6427

505 GR tow bar, \$50. Paul, Sydney, 9807 6427

504/404 BA7 gearbox, good cond. \$90. Paul, Sydney, 9807 6427

Wanted

203 or 403 or 404 Ute. Preferably with drop sides, in reasonable condition or better, going & registered, Mal, 4234 2061, malcolmmlambert@bigpond.com or Kerry, 4464 2016

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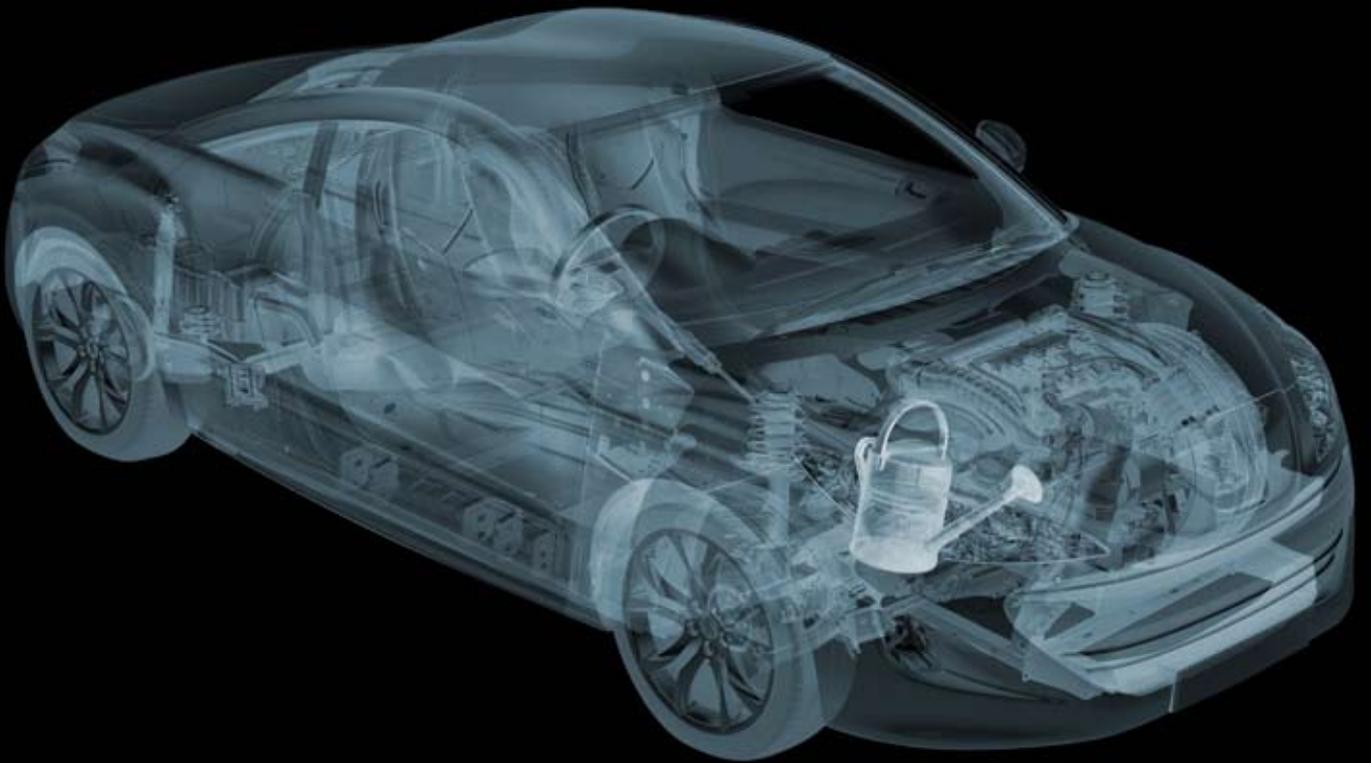
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Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Autosports Sutherland	Sales Showroom Service & Parts Unit	668-670 Old Princes Highway 2/7 Marshall Rd	SUTHERLAND KIRRAWEE	NSW 2232 NSW 2232	02 8536 2888 02 8536 2777
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
Jason Prestige	Sales Showroom Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 02 6925 6825
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	Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom Service and Parts	1 Link Road 75-85 O'Riordan Street	ROSEBERRY ALEXANDRIA	NSW 1445 NSW 2015	02 8338 2624 02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
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A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom & Service	5 James St	FORTITUDE VALLEY	QLD 4006	07 3000 5999
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDEBERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
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Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC 3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 77 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
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Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
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Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
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Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
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Allpike Peugeot Sales	Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
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