

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

June 2013





GTi is back: Peugeot Sport entered three 208 GTis in the recent Nürburgring 24hr race.

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308 R to rip through GTi rivals



Byron Mathioudakis

FOUR-POT SCREAMER: Peugeot aims to shoehorn the turbocharged 1.6-litre engine from the RCZ R under the 308's bonnet.

PEUGEOT is set to shoehorn RCZ R power into its all-new, lighter, and much better looking next-generation small car.

Tipped to be called either the 308 R or GTi

The cover

Peter Nash's 203 resting comfortably after morning Redex duties, across from the Inglewood Hotel in, QLD.

Picture: Paul Watson

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R, the most powerful hatch in the company's 131-year history is expected to be unveiled some months after the regular model makes its Frankfurt motor show appearance in September, with sales slated to start either late in 2014 or by early 2015.

Driving the front wheels via a six-speed manual gearbox, the engine is a variation of a 1.6-litre THP 260 (as in brake horsepower) four-cylinder turbo unit co-developed with BMW, using advanced variable valve timing and twin-scroll turbocharger technology to pump out about 194kW of power.

That figure is about lineball with the Megane RS 265, and better than the 188kW provided for by the all-wheel-drive Golf R – although both of these use a larger 2.0-litre engine capacity.

Whether the 308 R receives the RCZ R's Torsen limited slip differential to help tame front-wheel traction is not known, but probably very likely, as are the latter's lower ride height, stiffer suspension, and wider track and rubber compared to the standard car.

In contrast, the existing 308 GTi sold abroad delivers 147kW from its 1.6-litre THP 150 engine, for a 7.7-second 0-100km/h sprint-time.

As with all next-generation 308s, the R will benefit from the 100kg-plus weight loss regime that will make the vehicle is lighter and more fuel-efficient, as well as more agile and fun to drive than any of its GTi or S16 predecessors.

"It will be more than 100 kilograms lighter," PSA Peugeot product chief Alexandre Cazeaux told GoAuto in Geneva recently.

"It is a very new platform with no compromises," Mr Cazeaux said.

Unlike with the Golf, there will be no dual-clutch transmission offered in any new 308 variant including the R, with Mr Cazeaux firm in his belief that most performance drivers prefer the pleasure and interactivity of a manual gearbox.

"I think the most (suitable) gearbox for this kind of car is the manual gearbox," he said.

Stylistically, the second-generation 308 will adopt the well-received 208's softer frontal treatment, married to a more angular silhouette likened by one person to the latest Audi A3 Sportback.

Speculation is rife that R may become a sub-brand for all future Peugeot high-performance variants, and may find its way on a GTi-topping 208.

—from GoAuto news

One artist's impression of what the new 308 may look like



We need some help

Ross Berghofer

OK, I KNOW THAT I have been asking members to volunteer to offer assistance with committee positions, especially the treasurer's position that will be vacant from August.

But this one is different. Think of All French Car Day, this year on 14 July, only two club magazines to go.

We need helpers on the day. To collect entry fees. Fees will help pay for the hire of the grounds, for the hire of the public address system and for the trophies.

Your club needs you for a couple of hours in the morning to person the gate and collect the entry fee of \$10 per car. From about 8:30 am on the day, with a roster to about noon or 1:00 pm. The roster should ensure that you only need to be on the gate for an hour.

But there is good news in our club. The club's database is about to be modernised, using many advanced features of Excel. This is a major step forward from using the now outmoded



L to R: PAA PR Manager Jaedene Hudson, Murray Knight, Graham Wallis & PAA General Manager Bill Gillespie

previous club database that was built on Foxpro software.

Our club's financial year ended on 30 April and Con Engel, the (retiring) treasurer, has been busy preparing the necessary club financial paperwork to present to the auditor for auditing. It is intended that the auditor's report will be presented at the annual general meeting of 7 August 2013.

Con has been meticulous as treasurer (an inspection of his restored 505 with a V6 motor will indicate just how meticulous he is) and a new treasurer has solid ground on which to follow in that role.

If you have not been to a club meeting for a

while, then why not come along? There is usually interesting discussions taking place in an informal, friendly and jovial atmosphere.

Ladies, you are welcome too; the committee is interested in hearing about activities that you might suggest. And to round off the evening, there is supper supplied by Anne Cosier. The food is good and there is always a crowd around the kitchen queuing for the cakes, biscuits, tea and coffee.

And what could be better than supper? Well, some may say that the raffle prizes, drawn during supper, are a worthy complement to the food.

The Redex re-run is underway. At the farewell dinner at Maitland, the General Manager of Peugeot Automobiles Australia, Bill Gillespie, invited the participants to finish at Peugeot headquarters at Homebush. The Peugeot Car Club offers a big thank you for the kind offer, which I understand has been accepted.

And on matters Peugeot, I notice that a new dealership, sales service and parts is to open at Muirs Prestige at Haberfield. The planned opening is by June this year.

Lastly, with Pikes Peak coming up, check out the website at www.ppihc.com. You may find the information there about the course and participant categories to be interesting.

In the meantime, keep on Pugging on.

Annual General Meeting

Simon Craig

THE CLUB'S AUGUST MEETING will also be the Annual General Meeting of the Peugeot Car Club of NSW. There are lots of things that need to be discussed, such as your future participation.

As per our constitution, all positions will become vacant and have to be filled at this time. There are some people on the current Committee that no longer wish to stand for another term, and now is the time to consider

whether you can make a contribution.

As well as the more high profile roles of President, Vice president, Secretary, Treasurer, Editor, etc. there are plenty of jobs that need doing.

Even the role of general committee member is a valuable one and we need to fill five spots in this role alone. This does not take up much time and could give you a say in how the club is run.

The AGM will be held on the **7 August**. The meeting gets underway at 8pm.

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OASIS

Tuesday, 4 June

Reg Short

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

June's OASIS Run will be to the Museum of Fire at Penrith.

Meet at McDonald's westbound on the M4 (adjacent to Eastern Creek).

We'll be departing at 10am, travelling to Penrith and the museum.

Entry is \$10 or \$8 (Concession).

Lunch will be at O'Donaghues Irish Pub, 99 Great Western Hwy, Emu Plains at approx 12:30pm.

Club platers welcome at Kurrajong

Simon Craig

MEMBERS WITH club plate Peugeots are invited to join the mountain men in a display of cars at East Kurrajong on Saturday, 8 June and/or Sunday 9 June as part of the Hobby Show.



The Hobby Show is run by the East Kurrajong School of Arts at its Hall and is located at 1090 East Kurrajong Road, East Kurrajong

A number of other local clubs will be attending the event, which will showcase a variety of hobbies and include demonstrations by local craftspersons. There will be art, books, birds, games, handspun crafts, jewellery making, patchwork, photography, poultry, retro wares, scrapbooking, stamps & coins, trains, vintage vehicles &



8—9 June

antique machinery, vintage tin toys and wood-working, to name but a few of the exhibits.

There will also be refreshments available.

Geoff McHardy, who lives down the road from the hall, plans to attend with his Peugeot 203 and wants some company.

Other club members who feel like a weekend run are welcome to attend.

The hall was built in 1923 and Geoff reports the hobby show is part of a fund-raising programme for maintenance to ensure continued community usage of the hall.

9 June

Battle of Waterloo

Simon Craig

CANBERRA'S ANNUAL gathering of French and British cars, including some bicycles, will be held on Sunday, 9 June 2013 at Rond Terrace, to commemorate the Battle of Waterloo in 1815.

The event is being sponsored by Shannon's Insurance. In past years, the event has attracted up to 100 cars and about 150 participants depending on the weather. Entry is open to the general public.

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

Enter via Constitution Ave and Macquarie Drive and then via the gate near Blundell's Cottage.

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

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

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

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

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

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

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

Contact the ROCC for more info:

Barry McAdie 0415 907 614

email bardot@homemail.com.au

Lisa Molvig 0412 011 927



Club diary

Tue, 4 June

OASIS Run, Museum of Fire., Penrith.

Wed, 5 June

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

8-9 June

Hobby Show, East Kurrajong

Sun, 9 June

Battle of Waterloo, Canberra. Rond Terraces.

Wed 12 June

Committee Meeting, Parramatta Workers, 8pm.

Sun, 16 June

Motorkhana Day with Fiat Car Club, Ansell Park.

Wed, 3 July

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

5-7 July

Armidale Wander. Weekend at Armidale.

Wed 10 July

Committee Meeting, Parramatta Workers, 8pm.

Sun, 14 July

All French Car Day, Silverwater Park.

12-14 July

Bay to Bermagui run. www.cvmce.org.au

14 July

Hank's East West Run.

Wed, 7 August

AGM, Veteran Car Hall, Five Dock, 8pm.

Wed, 14 August

Committee Meeting, Parramatta Workers, 8pm.

Motorkhana try out day

Sun, 16 June

Helen Louran

You'd better decide soon whether to try your skill in a motorkhana because after all the planning and negotiations this is the month when it is all happening.

All the fun of driving your car skilfully through some set exercises will be at Ansell Park, Windsor on Sunday, 16 June when we will be guests on the motorkhana grounds owned by the FIAT Club of NSW.

It's more of a fun "Come and Try Day" than a competitive day and it's a family day as 12-year-olds and up are welcome.

Each participant will get four planned autotests/courses in the morning and four in the afternoon while a Junior Clinic for first-time kids from 12 years of age is held on a separate field to the main competition and club cars are available for them to drive.

Because of safety issues, there are some formalities.

1. Entries. The entry forms and supplementary regulations will be available to those who get in touch and on-line registration is encouraged.

Entry is \$35 per driver (to cover administration and CAMS permit costs) plus licence costs. You will need your Peugeot Car Club of NSW membership card. For juniors, 12- to 16-year-olds, the cost is \$20.

Early bird senior entrants who submit entry forms by the Thursday before the event on Sunday get a \$5 reduction; monies can be paid on the day.

The junior clinic costs \$25, including club car use, or \$20 if youngsters have their own car.

Registration is from 9 am and events start at 10 am.

2. Licences. Since the motorkhana is run under a CAMS permit, to participate you need a CAMS licence for the eight events. A Level 2 Non-Speed licence (L2NS) is the minimum requirement, but a Level 2 Speed (L2S) licence



Three wheeling: Clubber Robert Rigg at the recent National Motorkhana Championship.

is acceptable.

The Fiat Club will have CAMS Single Event licence forms available on the day and drivers will be advised of the procedure for submitting these forms to CAMS.

3. Safety. The cars will be scrutineered and in particular, all loose items must be removed from inside (and outside for that matter), wheels must be tight, battery must be secure, valve caps on all wheels and seatbelts will be checked.

A Sausage Sizzle lunch is available on the day, costing a reasonable \$1 for hot or cold drinks and \$2.50 for a sausage sandwich. Water and toilet facilities are available on site.

The FIAT club's grounds are in Percival Street, Clarendon, next to the Richmond Royal Australian Air Force base. Entry is via a driveway with a small sign saying "Ansell Park, Private Property", about 100 metres from the intersection of Hawkesbury Valley Way. There is a grassed car park for competitors and visitors.

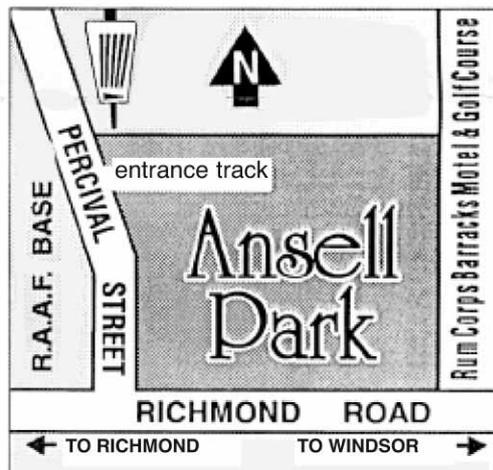
Volunteers are welcome to time keep and help generally. This could be done while spec-

To join in the fun, contact me at:

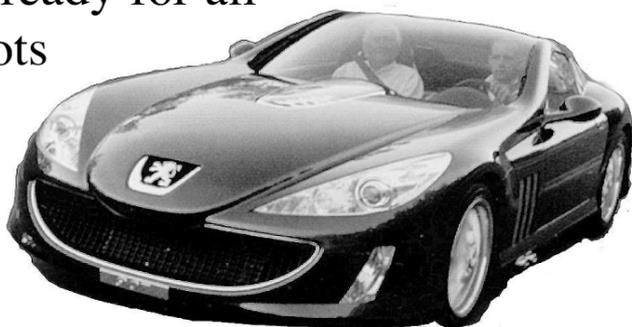
pinky206cc@optusnet.com.au or 0413 594 792

Peter Jakrot, competition secretary of the FIAT Club will also help with questions: competition@fiatclub.com.au or 0419 983 247.

Au Revoir for now.



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...and more stuff!

Armidale in July

Jim Brear

Hi Everyone
I'M ORGANISING a Weekend Wander in Armidale for 5-7 July.

I have had a great response to an earlier email. At this stage we have 21 people definitely interested. We have things pretty well firmed up and it looks like being a great weekend.

Accommodation has been booked at the Sandstock Motor Inn, 101 Dumaresq Street Armidale. This is pretty well in the centre of the CBD and only a couple of minutes' walk from our dinner venue on Saturday night.

Rates are \$110 per single room, \$120 per double room \$125 for a twin room.

We have booked the whole Motel (12 rooms) at this stage. If we fill that there are two other motels within 100 metres.

The phone number is 02 6772 9988 and the Manager is Helen Terriss. You should mention you are with the Peugeot Car Club or she may tell you they are booked out. You will need to mention to Helen if you wish to stay Friday or Sunday night as well.

You can find further information at www.sandstockmotorinn.com.au

As Armidale is a long drive for many of you I am expecting a few early arrivals on Friday, 5 July.

For those arriving in the morning sometime, I've organised a guided tour of Saumarez Homestead, starting at 1pm, followed by afternoon tea. Please let me know if you would like

to join the tour.

www.nationaltrust.org.au/nsw/SaumarezHomestead

I suggest we get together for dinner that evening. There is the Bowling Club, Pubs and a number of restaurants within easy walking distance of the motel, so we can decide a venue closer to the date.

Saturday morning is free time while the travellers arrive. A visit to the New England Regional Art Museum is worth the effort. I have organised a light lunch there, followed by a tour of the Hardman Car Collection.

Rick Hardman, who is conducting the tour, will meet us and escort us to the venue — a number of sheds on the northern outskirts of Armidale.

The Hardman Family have been involved in the local motor industry since the 1920s and have amassed a huge collection of vehicles, mostly acquired when they were considered junk, and now worth a fortune.

Many have been restored and many are on the to do list.

After the tour (time permitting) we might have a look at some of the local scenery before returning to the motel.

I have booked dinner for us at the local White Bull Hotel, which is our favourite restaurant in Armidale, as they have excellent meals at reasonable prices. A 6pm start will allow us to socialise for a while in the warmth of the restaurant. The Hotel is a 200 metre walk from the Motel for those who do not mind a brisk walk.

You can check out their website at www.whitebullhotel.com

[whitebullhotel.com](http://www.whitebullhotel.com)

On Sunday, for those who wish to socialise over breakfast, I have made a booking at Café Affamato (which is just around the corner from the motel) for 8am. You can check out their menu at <http://cafeaffamato.com/> They look pretty reasonable to me and I have had great coffee there, but no meal yet.

Following breakfast we'll leave at 9am for a drive to Black Mountain via Boorolong Road and Toms Gully road.

Pat and I did this last weekend and it is a very scenic drive. It will involve about 25km of reasonable quality dirt.

At Black Mountain Station fellow Pugilists Ian and Sue Reeve will talk about the history of the Black Mountain area and then show us the technologies involved in designing his very efficient solar-heated home.

Ian also has a great shed with lots of interesting things in it. We will have morning tea at Ian and Sue's home.

After leaving Black Mountain we will travel to Guyra to have a look around and proceed back to the Black Mountain Road House for a lunch of whatever proportion your desire (Peter and Carol Holloway can tell a story about that).

Please confirm if you are coming at this stage (if you have not already done so). Closer to the event I will send out a form to gather your preferences and firm up the numbers

I'm looking forward to seeing everyone in July. Do not forget to bring some winter woollies. It has been known to be a bit cold in Armidale at that time of year.

You can contact me on my mobile 0429 428 700, home phone:(02) 6772 3933 or via email: jbear@coamas.com.au

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

It has a great mix of car models, from old to new and cult diesel, a mix of restorers, home mechanics and service customers, and a marvellous mix of people.

All enthusiastic about their Pugs.

Some members restore, modify or work on their cars; others have their servicing done for them. But our interest and enthusiasm in Peugeot is mutual.

Our meetings

We meet on the first Wednesday of each month, except January, at the Veteran Car Club hall, 134 Queens Road, Fivedock, from 8 pm. All are welcome. Call in and meet the stalwarts, and share some Pug tales.

Meetings are relaxed, with chats and tyre kicking in the car park, management reports, regular guest speakers. Club Pug videos and Pug books can be borrowed. Cars and parts for sale are announced and a fantastic range of Peugeot merchandise can be bought.

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. Last year's in Canberra, ACT, whereas Young will host 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.

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

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

Our alliances

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

How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on 1 July.) An application form for membership should be with the mailing sheet with this magazine. **In February, a part year concession rate of \$30 kicks in.**

The Puglist

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- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799. 03 5966 2373.
- **Ad deadline is Tue, 18 June.** 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, 27 June.

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The great Peugeot rush



The 5008: A car for all these people, plus the cameraman.

Peter Wilson

A FORMER PEUGEOT dealer recalled recently the days when he had customers who would put up their hand every time a new model Peugeot came out.

A 404 would be traded on a 504, a 504 traded on a 505 or a 604, a 505 traded on a 405 and so on.

It doesn't happen these days. The life of each model is shorter and a fuller spread of the Peugeot range than previously is available here.

Automobiles Peugeot may have eased the confusion of its changing model numbers by locking them to oh-eight or oh-one (with exceptions) but it's still got a lot of numbers.

The different new models are coming so fast that if an enthusiastic loyal Peugeotophile kept putting up his or her hand each time, much of the driving time would be spent heading to the dealer to switch cars.

Eleven models have been introduced or updated in the past three years. In a four-year period the tally will be 15 new Peugeot models, Peugeot Automobiles Australia managing director Bill Gillespie told GoAuto News.

The latest is the facelifted RCZ that motoring journalists took for a fang on the Sandown track in May to experience the nimble handling it demonstrated at Bathurst in summer.

That's competing for media attention with the arrival of the 5008 people mover and it won't be long before we see the new gap-filling hot hatch plus the next instalment of the long debate on the merits of the 208 GTi against the 205 GTi.

Then the focus will be on the 2008 crossover, the next 308 and the 3008 facelift.

Apart from the 308, still Peugeot's top selling model, most of these are niche models and all are in competitive segments. For instance the keenly priced 5008, similar to the Citroën's C4 Grand Picasso that sold 11 units in the first quarter, is up against 12 rival people movers.

However, considered with the existing range, it's a lot of choice for Peugeot buyers.

According to Mr Gillespie, Peugeot owners

are a loyal lot and repeat buying is very high at 85 per cent, with some changing their cars every two to three years.

Apart from the owners' driving experiences with their cars, the introduction of capped-price servicing – a first in the premium sector – is regarded an important factor in retaining customers.

The distributor has begun a big advertising campaign to widen its customer net and is signing up more dealers. The signage for Muir Peugeot have been sighted in Sydney's Fivedock area as a big name in Holdens prepares to take on the brand, possibly this month.

The bulldozing of the South Dowling Street premises of a former Peugeot dealership turned VW site turned Christmas shop was a reminder that there no longer is an outlet close to the CBD and Eastern Suburbs.

Another initiative is the "just add petrol" approach to leasing the 208 GTi in which the payments will include servicing costs. A guaranteed buy-back price is offered after two to three years.

Mr Gillespie told GoAuto the deal was aimed at anyone who had issues with European car residual values.

Peugeot was also trying to shake off an undesired image that European cars were less reliable than other vehicles, he said.

"I don't know of any more issues with Peugeot-badged cars than Toyota has with the Camry. Peugeot's cars are no worse than the reputation of any other brand," he told GoAuto's Barry Park.

"The Camry's residuals are very poor compared with Peugeot's, so we're trying to get around that by offering buyers the opportunity to drive it and pay one monthly fee, and at the end of the deal we buy it back from them for an agreed price."

The problem is that today's motoring writers don't show the respect for Peugeot that previous generations did when the cars were so much better and safer to drive than anything built locally.

As a small brand and a French one it is easier to knock or to make a glib remark about

than those with more market weight.

For instance, Open Road introduced the subject Peugeot reliability when it had a 508 for a long-term test. Questioned about this, the writer said he was basing this on J D Power surveys in the UK, even though Peugeots of different specification are sold there. However, the eventual test report was glowing.

A used car review of the 307 in the Sydney Morning Herald Drive section cited recalls plaguing the model and warned buyers to check with a dealer that the problems had been fixed.

All brands have recalls – and some have been very big – and motoring writers should know the extensive lengths distributors go to track down cars and meet their statutory obligations on recalls.

April was not a great month for Peugeot, with sales slipping to 377, compared with 543 last year, which was the best April for four years. Renault led the French brands with sales of 446 thanks to its Koleos SUV and a fat contract to supply its Trafic vans to Australia Post; the postie found its Mercedes vans were expensive to service.

Citroën was still struggling with sales of 80 units, but some big price slashing could lift May figures.

The Federal Chamber of Automotive Industries indicated that demand for new motor vehicles continued to be strong in the Australian market in April, with sales figures of 85,117 units up 7.6% on the April 2012 data.

Year-to-date sales in 2013 of 358,165 units were 5 per cent higher than the first four months of 2012.

Toyota's Corolla (3,504) and HiLux tradie ute (2,932) outsold the Mazda3 (2,842) as April's top sellers, the official figures showed.

The chamber noted the strong upward trends in private buying of SUVs and light commercials, up 11 per cent and 12 per cent respectively.

The writing on the wall for Ford was its Territory (up 17 per cent on the previous April to 1,206) outselling the Falcon (down 30 per cent to 717).



The Peugeot Lion Up was impressive this year



Austin Healy Sebring Sprite



Porsche 550 Spyder Replica

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Please Note. Roads are Bitumen

Euro Motorfest

Graham Foster

THE DAY WAS one of perfect weather: not too hot and with a cool breeze, a well stocked food tent and quieter background music.

We had a complement of 10 Peugeots: a 203, four 403s, one 404, two 504s, one 304 and a 307.

The turnout for the show was excellent, with a wide variety of cars for the enthusiast to examine — from a Ferrari Mondial to an Austin A30.

Jaguars ruled the day in large numbers, apart from the expected large turnout from the Hunter MG Car Club, who run the day every year.

The Ford GT40 replica was very popular and cars were exhibited that are usually absent from the usual show and shine events.

There was a Bolwell MkVII, a Purvis Eureka, a Riley Vincent MPH and a Porsche 550 replica in racing livery.

A car which I haven't seen since the sixties was a cute little Austin Healey Sprite Sebring, similar to the car that Stirling Moss raced (when he wanted more sedate driving than a 300 SLR).

All in all it was a great day, with a good crowd passing through to enjoy the cars.

Marulan Time Trial

Special thanks must go to the HSRCA, in particular Richard Cardew, Peter Lubrano, Wes Dayton, Graham Henshaw, Dave Williamson, Tony McCarroll, and Robert Richlin. And of course our hosts, at the MDTC, Gary and Natalie Willmington, and their staff.

Simon Craig

AS YOU WOULD have read about in the Pugilist, our club was invited to a Time Trial event at Marulan Driver Training Centre on 20th of April – I decided to give this a go, as I've never done any timed or regularity events before.



Unfortunately, the weather, which was sprinkling when I left sunny Parramatta, turned into a torrential downpour when I was on the Hume Hwy towards Marulan, and had only eased slightly when I arrived at the track bright and early at 8am. I didn't think I'd be setting many lap records today, but perhaps I'd make a good fist of keeping my lap times consistent, as was the nature of the event.

A few fellow clubbers turned up, with Laurie and Donna Kerr, fresh from their exploits in Wodonga at the Pageant, along with Helen Louran, Neale Drennan, Colin Spencer and Scott Spencer. In addition, we also had a Canberra-plated Peugeot 306 driven by Julia O'Brien, Frank Connelley (from the Citroën Car Club of NSW) and his son Jordon in a pair of Citroën GS Clubs, a Renaultsport Megane and last but not least, Peter Lubrano left his Alfadus behind and arrived in his Renault Megane.

The non-frenchies were a fascinating collection of cars, from a 1st generation BMW MINI, Mazda MX5, Honda Integra, a Subaru WRX, Ford Capri V6, Lotus Esprit V8 (this one looked particularly enticing), a Honda Accord, a big and brash Mercedes 350 SLC, a Porsche 550 Spyder kit car (complete with a Porsche 914 engine), a Porsche 911 Carrera (what looked to me to be the last of the "real" 911 model) an MGB and wonderfully rorty-sounding Fiat 131 Superbrava.

The track walk was a damp and sombre

affair (perhaps due to the inclement weather) but eventually it fined up enough to start proceedings and we were soon underway.

We all went out in groups and did five or six practise laps. Boy was it slippery! It was interesting, as I've not experience this lack of grip before at Marulan, but I kept thinking it was going to be tricky to nominate a time to stick to if the track conditions changed at all.

A regularity trial is a little different. Everyone is equipped with a transponder and it measures your lap time as you pass a point at the end of the straight.

For each round, everyone starts with 100 points and you nominate a lap time you think you can maintain.

You lose points depending on how much faster or slower you complete your laps compared with your nominated time.

Sure enough, as soon as the real racing started, the sun came out (if only briefly) and the track dried out pretty damn quickly. So much so that, of the 26 starters for round one, only four of them had any points left after our four laps. Needless to say, I was not one of them, although Neale managed to hang on to four of his.

I found I was constantly battling with trying to maintain my speed, while a faster car behind me (a supercharged MINI that arrived on a car trailer) was giving me some grief.

The second round was not much better for me, as the track had dried out even more and everyone's lap times had subtly improved. Again I failed to hang on to any points — but I was having some fun!

Neale again clocked up some good points in this round, but the big standout in our club was Peter Lubrano, who managed to hold on to 84 points in his "cooking model" Megane.

By the time round 3 came around after lunch, the heavens had opened up again and a lot of the field had gone home.

Wouldn't you know it, with the ame track conditions as qualifying, I managed to blitz

this round, scoring 96 out of 100 and I was finally a happy boy.

Neale once again scored some very good points (66) and Helen troubled the scorers with a good total of 39.

In fact, 10 of the 17 left scored points, so it was clear we were getting used to the routine (and the rain had made the track wet again).

Peter Lubrano had also scored well on the final round, meaning he topped the charts (136) for the Peugeot Car Club, streets ahead of Neale on 99, who demonstrated that consistency is the key, whereas I only scored points in the last round (96) and that was all.

To demonstrate that I have no idea about this sort of racing, Sarah Medley in the ACT-registered 306 ended up scoring second highest on the day, with 161 points, just two points shy of David Kippist in his lovely Ford Capri V6.

I had a ball, although the highlight of the day is hard to pick. Was it the Lotus Esprit V8 that was blackflagged, dumping litres of coolant everywhere, and the driver declaring that it was "just the overflow bottle" or the young guy in the WRX, that turned up to race with just a pair of thongs for footwear?

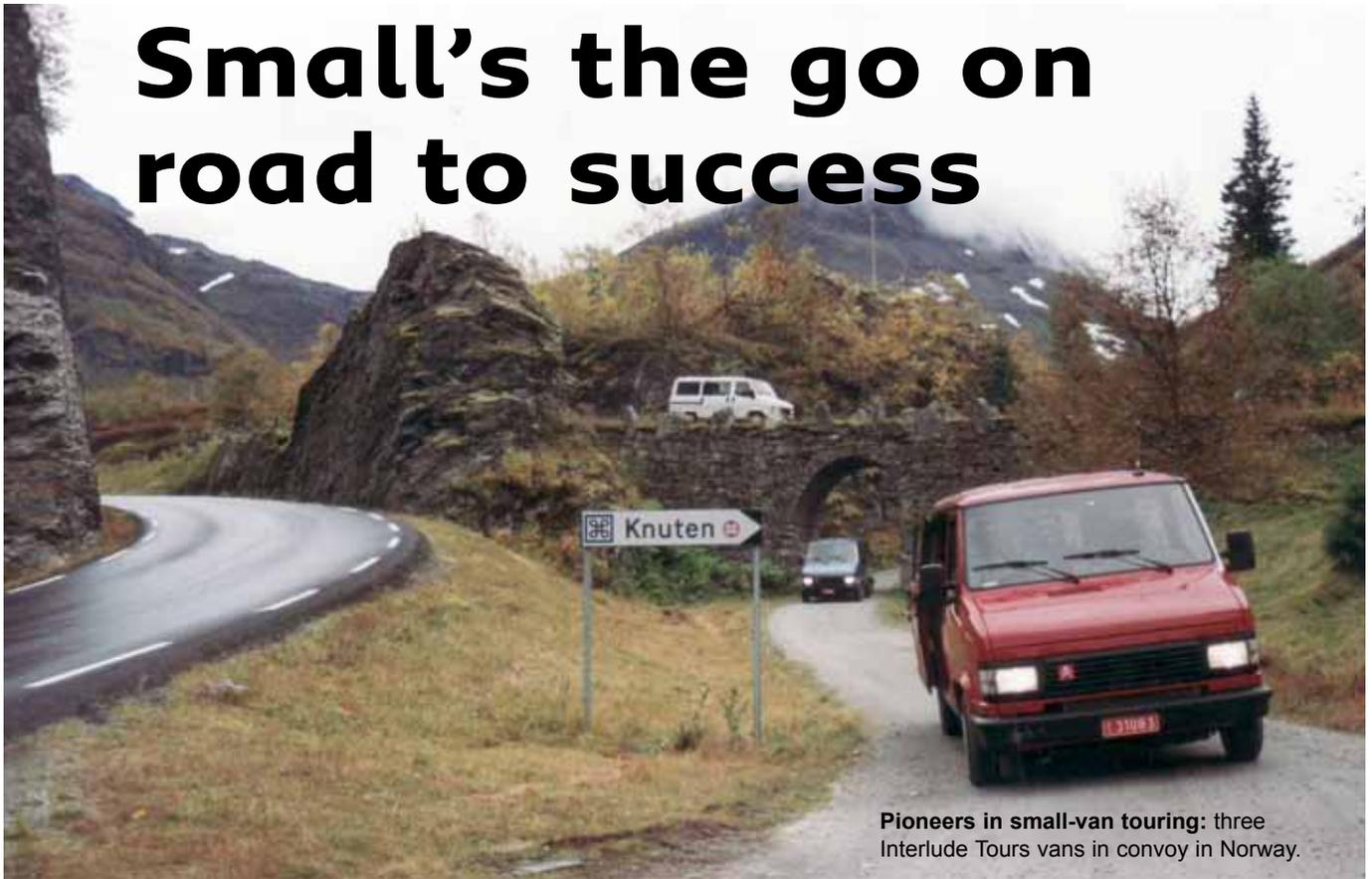
Frank Connelley seemed to have the best time in his red, Alfa-inspired GS, and when I spoke to him again a few weeks later he was still getting over the experience.

Thank you Helen for yet another amazing day at Marulan.

The Lotus Esprit V8 looked the goods



Small's the go on road to success



Pioneers in small-van touring: three Interlude Tours vans in convoy in Norway.

David Ellis

WHEN HE WAS on a plane coming home from a business trip to Alaska a near 20-years ago, Sydney travel industry public relations man John Savage got chatting with the passenger next him, who it turned out was also in the travel game.

And he mentioned to John how one of the banes of his business was finding good tour escorts for the small groups he took away to different parts of the world, particularly Europe where his company, Interlude Tours, had been a pioneer in getting away from ever-larger motor coaches in preference for mini-buses for just a handful of guests.

The passenger's name was Wal Glading and he told John: "I just want a mature, well-

travelled lady, someone with common sense, preferably a nursing background, and one who is prepared to spend time away from home."

"That sounds like my wife," John said – and on arrival home told his wife Jeanette about the conversation. She too thought it sounded like her, and next thing she was with Wal and a small group on a culinary tour through Thailand.

"It was wonderful. Europe was next; I began as a navigator and quickly understood why Wal appeared at first to be so pedantic, crossing all the "T"s and dotting all the "I"s, having not only back-up plan B but back-up plan C, and triple-checking every detail before departure. It really was crucial to a successful, worry-free tour."

After serving her "probation" under Wal's

watchful eye, Jeanette moved on from navigator to driver, and to tour director taking her own groups away. And she came home from one tour some years later to have Wal tell her he was putting away his maps for semi-retirement in the NSW Southern Highlands.

Was she interested in taking over the company?

"Was I ever!" says Jeanette.

And all these years later Wal, too, still fondly recalls his first-ever tour. "It was 1974 and we took 41 members of the Australian Fiat Club to Europe for the princely sum of \$1,195 each – including air and 51 days travel. But our big Leyland Leopard coach soon made me realise such coaches really weren't suitable for the minor, narrow roads of Europe that offered some of the best and most spectacular scenery – so I started planning the concept of Interlude Tours small-coach travel," he says.

"Soon we were operating 9-seater Peugeot Boxer buses that we'd take in convoy – usually three at a time – with Australian drivers. It meant we weren't restricted to boring motor-



Tight fit: an Interlude Tours van off the beaten track in Cuenca in Spain.



Brian Jubb digging for his van, in Lauterbrunnen.



Not quite to plan: when their brand-new van broke down in Casablanca, the driver put them aboard a truck – and got them off by this novel staircase.

ways, but could travel anywhere a car could go, usually staying three nights at a time in small hotels and inns amid the most impressive scenery in Europe,” Wal says.

And despite all his mentoring, Jeanette soon discovered the unexpected could be lurking in wait anywhere. “On one tour from Casablanca we’d only got 120km in a brand-new mini-bus when it broke down,” she recalls. “The Moroccan driver/guide hitched a ride into town, came back with a flat-top truck that he loaded our mini-bus onto – with all of us inside – and to get us off and into another bus when we got into town, used an array of chairs from van to truck-top to road!

“Another time one of our guests came storming back down to reception at the best hotel on Lake Como to complain about his small, dark room, and was still spluttering when his wife also turned up to say she’d just opened the curtains – and what a marvellous view of the Lake they had from their private balcony. Her husband slunk off red-faced!”

And at little Intragna in Switzerland an Interlude Tours group arrived at their hotel to find a wedding in full swing – with all Jeanette’s Australians invited to join in the celebrations. “We danced and sang with them well into the night,” Jeanette recalls. “The bride and groom wrote later, thanking us for making their wedding so joyous.”

Conversely another of Jeanette’s travellers when she asked what he thought of Rome,



It ain’t half cold, Mum: snowed-in in Lauterbrunnen, Switzerland: Jeanette and John Savage.



We’ve been everywhere, but there’s no place like home: Wal Glading and Jeanette Savage on Bundanoon Station.

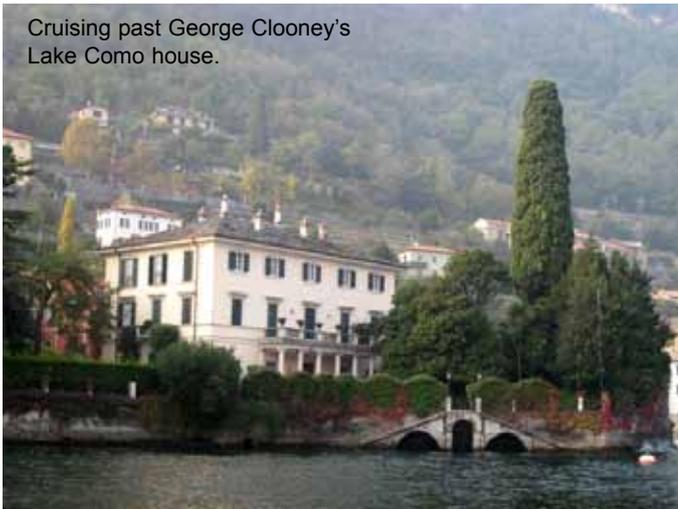
replied dully: “Just like Melbourne, really.”

And now like Wal, Jeanette too is putting the maps away, with her last Interlude tour being 36 days to France, Spain, Italy and Switzerland in

September/October this year.

Check the itinerary on www.interlude-tours.com – who knows, you may even come home wanting to buy the company.

Cruising past George Clooney’s Lake Como house.



Battle of the Bambinos: Fiat 500 rally in Portofino



Trial trail leads to Peugeot HQ

Peter Wilson

THE HOME RUN FOR the cars in the 60th anniversary Redex Trial rerun will now be to the Peugeot Automobiles Australia's headquarters at Homebush on Saturday, 6 June.

On learning there was a problem with the originally planned venue for the finish, PAA chief Bill Gillespie threw out a welcome mat for the rerun crews.

"They can finish at Homebush," he told rerun director Graham Wallis when he arrived at Maitland to attend the farewell dinner on May 13. "We've got parking for 100 cars. We can park them at the front and along the side of our building."

Graham was delighted to accept the offer of hospitality. He had been sounding out alternatives since his original arrangements fell through. Bill's invitation soothed a last-minute headache and allowed him to move on with the rally programme that had been more than a year in the making.

It was a busy Monday at Maitland where the Peugeot Car Club of Victoria's rally officials were ready for business. Competition secretary Glad Fish and Nick Wright, travelling in a Peugeot 308, had set up a checkpoint in the town's main park.

The out-of-town start meant the scene was not as spectacular and crowded as the start of the 50th anniversary rerun at the old Sydney Showground in 2003.

But quite a few club members and visitors made the trip to Maitland to join some town-folk to see off the cars.

The Maitland Mercury had the town well prepared for the start with its extensive write-ups and people everywhere seemed to have known local hero Ken Tubman, winner of the 1953 trial with John Marshall. A motel receptionist said she had been a customer at his pharmacy while the doorman at the bowling club

said Ken had taught him to drive.

Rerun crews worked their way through the endless traffic streams of interstate semis, mine trucks, mine commuters' cars and tradies' big utes, vans and SUVs on the New England Highway to reach the park for scrutineering and concours judging.

They found old friends to greet from the previous reruns in 2003 and 2006, rerun newcomers and, of course, plenty of Peugeots to check to assess the approaches to modifications. The sole other make starter was Rod Farrell's VW. Graham said Jack Phillips was saving on fuel by joining the rerun with his Humber Super Snipe closer to home.

"Hello, Graham, I've only met you through the phone and keyboard," a new rerunner introduced himself to the director.

Standing beside John and Jan Brumby's

immaculate bright red Peugeot 203, Graham recalled it being "a horrible mess" when it was a Variety Club Bash car displayed at the former car museum in Ultimo. He approved the transformation of their Pug into a more respectable machine as later did the concours judges.

Founding NSW club president Paul Watson had been busy publicising the event with a telephone call to Macca on his Australia All Over Sunday radio programme plus a beachside interview and photo shoot with the Surf Coast Times.

He gave his Peugeot 403 a service and set forth from Torquay for the Hume Highway. Near Seymour, he had to slow when his borrowed fat feet began aquaplaning in heavy rain. At Goulburn he picked up his co-driver, his friend Jim Brear, the previous owner of the 403.

Peter Nash fired up his intact Peugeot 203



Keith Boyd's immaculate 203 wagon attracted a lot of interest in Maitland Park

when he acquired it from Peter Bourne in 2002 and then left its restoration until he had completed his early Land Rover project and sold his business.

Peter's co-driver Phil Challinor, who had accompanied him on the 2006 rerun in his 404, and Brian Jubb both assisted him with work on a loving restoration.

However, returning home from a shake-down run to the Easter Pageant in Wodonga, they needed a tow when a distributor spring broke. A new 504 distributor settled that problem.

But on the run from Berowra they had to call for help again. "We modified a 403 water pump," Peter Nash explained. "A big mistake. The pulley failed."

They got a laugh because their young tow truck driver knew nothing about suicide doors and was searching a B pillar area for a door handle.

The Goodwins at Cessnock, a haven for owners of old Peugeots, obliged with emergency repairs and fitted three matching pulleys to get Peter and Phil on their way.

The pair were happy to announce that their wives were flying to join them in Darwin where rerun is having a rest day.

Don O'Regan took time off from his farm near Narrabri to join the rerun from Maitland to Inverell in his Peugeot 403 and then head home. Since the car was restored in 2000, he has had the engine rebuilt again.



Under the pump: Peter Nash & Philip Challinor rue the modified water pump pulley in their otherwise good 203.

the trials. "My wife Carolyn's first husband was in the Redex," he said.

Geoff Boyd and Lucy Robson-Boyd joined the NSW club on the eve of the rerun, having entered the Peugeot 203 they bought in 2010.

Lucy, a five-footer, said she was delighted with the 203 because, unlike with her SUV, she could see the bonnet from the driver's seat.

from when it was cricketer Geoff Lawson's Bash car.

Rod said the car had a 2.0-litre engine with a square port head, five speed gearbox, a limited slip diff, 505 mags, seats from a Brock Commodore and strengthened bodywork that helped it survive the bashes and his own regular rally activities.

Another repeat rerunner was Don Pearson in his Peugeot 204, this time with his wife Rosalie. Don's car, an import from South Africa, always attracts attention because the model was not sold here.

In Car 1 was Les Hanson, who seems even taller than Gordon Miller, who had once owned his green Peugeot 203. Les said the much-admired Pug had been running well in its trip from Hastings.

Taree entrant Ian Dyball displayed proudly a write-up in the Manning and Great Lakes Extra about the rerun, Ian and the blue 203C that he acquired in 2004.

The paper reported that Ian as a nine-year-old had seen the cars pass through Broken Hill and had told his father, "One day, Dad, I'm going to buy one of those Peugeots." He bought his first Peugeot in 1965.

Old rerun hand Colin Handley was in his very tidy Peugeot 203 panel van with his wife Shirley.

In complete contrast to this was the condition of late arrival Don Tracey's Peugeot 203 wagon. The dents have been smoothed and

Ian Dyball's 203 heads this lion up at Maitland Park



"The first job was done by non-Peugeot people and it wasn't running right," he said. "This time I got the Goodwins to do it and it has made a big difference."

The question for Les Jennings, who arrived in a 404, was where was the 203 van that he bought at the Robert East clearing sale to rebuild for this trip with a 505 floor and parts from another van he got from Alastair Inglis.

"I was busy working on another car," Les explained. "When I got to the 203 I just ran out of time. We pulled down the engine for it last week and found it needed rings and pistons. There wasn't enough time to rebuild it and get the van ready for registration inspection."

Time has taken its toll on the original trials competitors and there were none in this rerun.

However, taking a break from the comfort of his 407, Peter "Flash" Flanagan was back in a Peugeot 203 and recalling his connection with

Rod and Karen Piggott turned up for their third rerun in their rally Peugeot 404 that still had the optometrist's 20/20 logo on the bonnet

Electronic pause: Jim Brear, Paul Watson, Frances Young and Ted Geermans check their phones.





In the thick of things: Concours judges Paul Pracy & Steve Palocz battle the crowds in Maitland Park.

welded since it was rolled in a 2006 sporting event, but the van remains unpainted, still bearing a patina of rust as if it had just been rolled out from under a tree on a farm.

NSW historic registrar Steve Palocz looked over Don's pride and joy with Graham Wallis and he pondered: "I don't think we would let a car in this condition go on our club plates." Graham said the historic plates were from an Echuca car club.

Steve accompanied the rerun to Inverell in his Peugeot 404 wagon and it got some admiring comments.

Graham said some rerunners would join in along the way, including Damien Jenkins in his 203 Styleside ute.

Victorian member Ted Geermans and partner Frances Young were worried about air in the hydraulics. He had fitted a 404 master cylinder and a hydraulic clutch to his 203 but air would get in about two hours after bleeding.

He was advised to head for the Goodwins at Cessnock in the morning. They found the problem was in a wrongly flared pipe. Ted's car was

repaired and sighted passing through Singleton to catch up with the rally on Monday afternoon.

Peter Dobe decided to replace the reconditioned generator on his Peugeot 203 because it was not charging. He finished the swap in the dark, assisted by Phil Torode helping from below. The motor cycle collector was disappointed with the reconditioner's efforts.

Dinner with the rerunners

Bill Gillespie took time out from his hectic international business schedule to join the farewell dinner at Maitland on 13 May, arriving as members were ordering food at the bowling club. It was his first Peugeot club occasion and he relaxed and enjoyed the camaraderie of the Redex event.

In question time, when the VW team began stirring, he joined in the banter, rising to his feet – and with the approval of the unbiased audience – to order the outsider to leave the Peugeot gathering.

In a brief speech, Bill referred to the close association between Peugeot and the clubs and

declared: "The Peugeot clubs are the heart and soul of our brand."

He said the club magazines were passed around the office and everyone read them.

Bill expressed regret at not being able to join the drive.

This was a big year for Peugeot, he said, with the rollout of new models and there was some great product in the line-up – the 208, the 4008, the new look RCZ, the 5008 seven-seater that had been available in France for a couple of years, in July the 208 GTi and in September the 2008.

"Our sales have been around 5,100 a year," he said. "We have strong growth planned for this year and will be appointing two new dealers in Sydney and a new dealer in Brisbane."

Bill spoke highly of Jaedene Hudson, who had accompanied him, and the value of her newspaper motor writing experience in gaining publicity for the marque as it rolled out its many new models.

Peugeot planned to mount its biggest TV advertising campaign and there would be a

Redex memories: Historian Hal Maloney shares some of his research into the early rallies with the rerunners at the farewell dinner at Maitland. Peugeot's Jaedene Hudson and Bill Gillespie share the top of the centre table with Graham Wallis.



special 208 GTi issue of Wheels magazine, he said. If it's anything like the Peugeot special that Peugeot UK teed up with Auto Express for its March 6 issue it will be a must for Peugeot collectors.

Trials historian and father of 12 Hal Maloney was the guest speaker, talking of his friendship with Ken Tubman and of having navigated an event in which Ken drove his Vanguard.

He also acted as prompter for Ken when he addressed car clubs and other meetings. "Once he got going, he was fine," he said.

Hal attributed Ken's rally success to planning to a T and then working to his plan.

Hal has a new book in the works covering all aspects of the Redex Trials, including the Redex Motorcycle Trial, a Redex Aeroplane Trial and the oil company bus tours of the Redex route of November and December 2003.

Fact checking was an important part of his research.

Many of the 192 cars did not reach the finish in 1953 and he pointed out the Peugeots did not have a clean sweep, as was commonly thought. Ten of the 11 Pugs finished, he said. What wasn't as well known was that the Austin A70s entered in numbers and never lost a car.

Hal paid tribute to Vanguard stalwart Malcolm Brooks, who was present at the dinner. Malcolm won his class in every event and almost won the 1955 Redex.

Hal noted that the 1955 Redex event eliminated secret controls and the result was faster speeds; more cars had rollover damage in 1955 than in 1953.

Many top names in motor sport were Redex competitors and Jack Brabham was the only world grand prix champion to take part.

NSW committee member Paul Pracy presented concours prizes to Les Hanson in the original class and to John Brumby in the modified class.

Take-off from the airport

The rerun cars gathered early on Tuesday morning at Rutherford Airport, near Maitland, a damp setting beneath an overcast sky.

"Stop, come back," Graham called out as the first Peugeot 203 headed for the highway. He wanted its details. While the event did not have controls, he wanted drivers to check out and check in every day so he could keep track of them.

Shelter from the heat: A collection of rerun Peugeots found a nice shady spot on the visit to Longreach.



Making concessions: Steve and Graham discussing club plate standards.

Graham said the heavy traffic was unfortunate, but it was the heaviest the rerun would encounter. The route would turn off the highway and go via Werris Creek to Tamworth.

Fortunately there were breaks in the traffic for the cars to cross to the westbound lane of the highway.

Victorian president Murray Knight in a Prado, Phil Torode in a Peugeot 306 that had an A frame for emergency towing in the back and truck driver Joshua Frechot accompanied the convoy.

Club member Brian Johnson was waiting further along the road in his Peugeot 405 SRDT to see his friends come by. He found out his colour was regency red because he wanted a matching replacement driver's door. His Pug whistled as his door had cracked and let in the wind noise.

The first official stop was motor sport writer Max Stahl's pub at Wingen for morning tea or coffee, more car inspections and Pug chat.

Max checked the under-bonnet action of some Pugs and said he was pleased to host the cars. "It gives me a column for Auto Action," he said.

The cars encountered showers and then brief heavy rain through the ranges.

Three 203s lost and then recovered their windscreen wipers. For Keith Bridge in his 203 ute with 505 running gear, it was simply a matter of asking Hilma to wind down her passenger window and reach the wiper on the scuttle. Imagine trying to do that on a modern slope screen Peugeot! Another car was not so

lucky when its wayward wiper fell on the road and was mashed by a passing car.

The cars swarmed about the Blue Box of Tamworth Prestige Peugeot, the first of several stops at dealerships on the journey, for lunch and the crews waited until a Domino's car arrived with boxes of so-called large pizzas. While they were eating, a couple of Toyota salesmen wandered over to look at the Pugs.

Among the local spectators, a woman in her 70s came up to Graham and said when she was a girl she remembered the Redex cars coming through the town. Her father had the service station in Bridge Street and the cars had refuelled there.

The dealership, that also handles Audi at the rear of the Blue Box and Suzuki, has almost completed building new premises.

General manager Jon Dawe said the dealership specialised in diesels. Tamworth customers knew and respected diesels and the petrol-only models such as the 208 were harder to sell. The 3008 was popular and the best-selling Peugeot was the 4007. He was pleased the new 5008 would be available in a diesel; it would be a good model to have available.

Invitation to Redex dinner Sat, 8 June

IF YOU ENJOYED the food, the company and atmosphere of the anniversary dinner, stand by for another great Puggy nosh-up at the same joint.

Graham Wallis has arranged for the final Redex rerun dinner to be held at the Workers Parramatta Club on Saturday June 8.

He thought there might be some interest from NSW members in attending to catch up with friends who have completed their travels.

The cost is \$35 a head and any interested people should contact Liz Partington at lizlisa@tpg.com.au

Payment details:

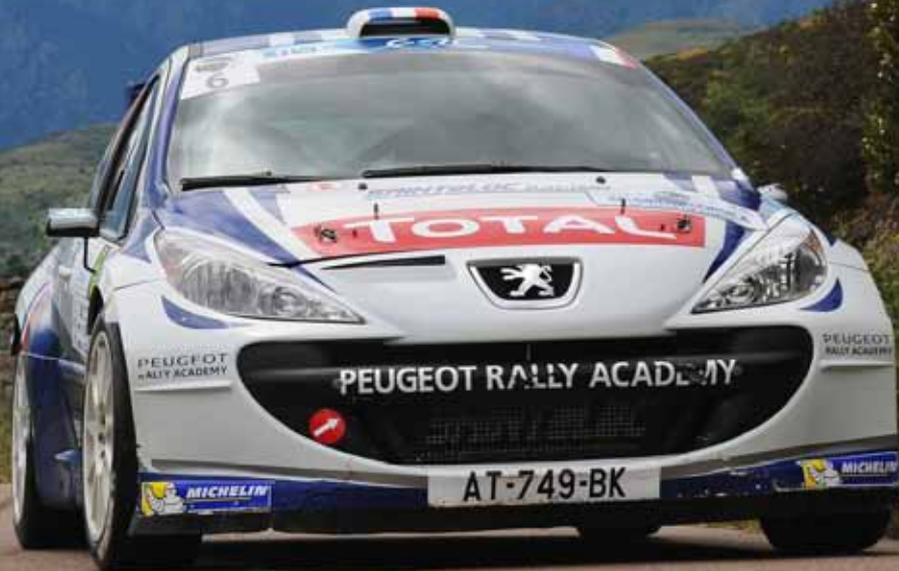
A/C Name: Peugeot Car Club of Victoria

BSB: 033 070

A/C No: 730763

Please include RED and your surname as the lodgement reference.

Corsica win for Peugeot



French Driver Jérémi Ancian

Bryan Bouffier has ended Jan Kopecký's run of success in the FIA European Rally Championship with his maiden victory on Giru di Corsica-Tour de Corse, which reached a thrilling climax on 18 May.

Co-driven by fellow Frenchman Xavier Panseri in a Michelin-shod Peugeot 207 Super 2000, Bouffier started the final day 3.6s behind Kopecký but powered ahead when the ŠKODA Motorsport pilot struggled in the slippery conditions on Saturday's opening test. Bouffier pulled further clear with a second stage win only for Kopecký to hit back with the fastest time on stage nine and cut Bouffier's lead to 10.7s heading to service in Ajaccio with two stages remaining.

There, Kopecký opted to fit soft-compound Michelin tyres to his Fabia S2000 for the final brace of stages in the mistaken belief that it would rain. Instead the hard compound rubber on Bouffier's 207 gave the Delta Rally driver the performance he craved as Kopecký lost time when his car dropped onto three cylinders on the final stage.

"To join the illustrious list of French drivers who have won Monte-Carlo and Corsica makes me very happy," said Bouffier, now a three-time ERC winner. "But I am also happy to win this event on French territory. Against some very strong opposition this is a significant achievement."

Kopecký, who has increased his ERC title lead to 37 points over Craig Breen, said: "I had no confidence on the first stage this morning so I reduced my speed. We took some time out of Bryan on stage nine but we took soft tyres for the final stages thinking it would rain.

"Finally we had some problems with the

engine and finished second, which is still not bad for the championship."

Le Mans 24 Hours racer Stéphane Sarrazin marked his return to rallying for the first time since last September by bringing his MINI John Cooper Works home in a strong third following a close battle with Irishman Craig Breen.

The Peugeot Rally Academy runner was third starting day two only to fall back to fourth when he slid into a bridge parapet on stage seven.

Although the impact left his car with significant damage, it didn't make a big difference to his speed and he was back in third at the end of stage nine.

But Sarrazin proved too strong and while

Breen settled for fourth, his performance earned him the prestigious Colin McRae ERC Flat Out Trophy.

Rallying legend François Delecour, who only secured his drive last week, achieved his aim of a top-six finish in fifth – 20 years after he won the event. His Munareto Sport Peugeot was back to full working order after a handful of problems slowed the 50-year-old Frenchman on day one.

Julien Maurin finished sixth with ERC Production Car Cup winner Andreas Aigner a fine seventh in his Yokohama-shod Stohl Racing Subaru Impreza R4 STI. The Austrian started Saturday's stages locked in a close fight with Renault's Germain Bonnefis but pulled



Irish driver Craig Breen had a hairy moment or two.

clear when Bonnefis lost time with an incorrect tyre compound choice for the largely dry morning loop.

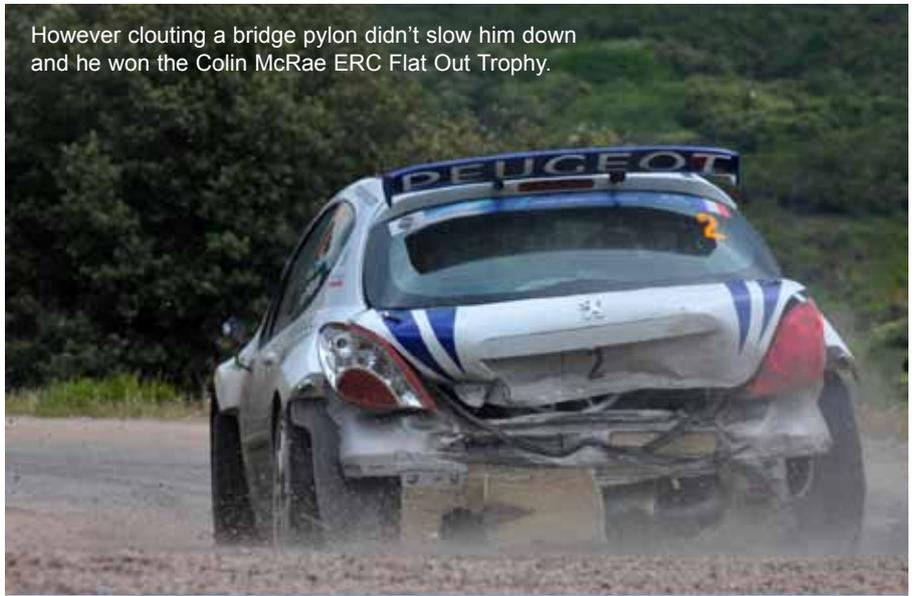
Jean-Mathieu Leandri recovered from a late puncture to take eighth for Saintéloc Racing and the honour of being the top Corsican driver home after Jean-Marc Manzagol retired on stage nine. Bonnefis claimed ninth and top points for Renault Sport Technologies in the ERC Production Car Cup for Teams. Jean-Michel Raoux completed the top 10 in a Delta Peugeot.

Kornél Lukács was first home in the ERC 2WD Championship after a puncture and an off wrecked long-time leader Pierre-Antoine Guglielmi's hopes.

Australian Molly Taylor secured the ERC Ladies' Trophy in a Citroën DS3, with a strong second in class with Vasily Gryazin third.

Formula One racer winner Robert Kubica didn't restart following the fuel pump failure that put him out on stage five. The Pole said: "It's a pity that we retired as I felt very good behind the wheel. I was in the lead without having done any mistakes and I am satisfied with this and our tyre choices, which were very complicated with the changing weather conditions. I was here to learn and although the rally was short for me I've got more important experience."

However clouting a bridge pylon didn't slow him down and he won the Colin McRae ERC Flat Out Trophy.



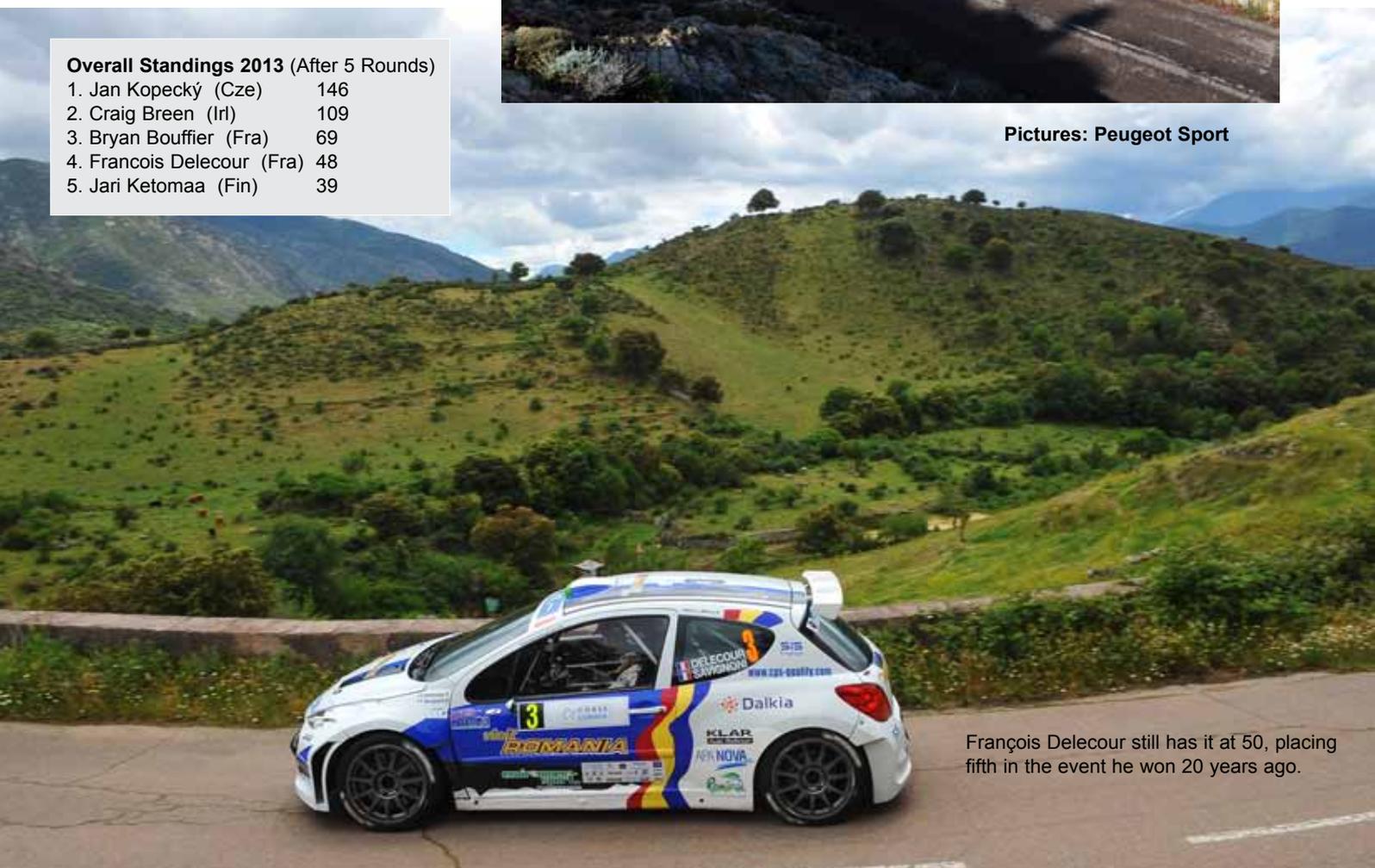
Pictures: Peugeot Sport

2013 Tour de Corse

1. B. Bouffier (Peugeot 207 S2000)
2. J. Kopecký (Skoda), +39.8s
3. S. Sarrazin (Mini), +1m37.6s
4. C. Breen (Peugeot 207 S2000), +1m40.8s
5. F. Delecour (Peugeot 207 S2000), +3m25.0s

Overall Standings 2013 (After 5 Rounds)

- | | |
|----------------------------|-----|
| 1. Jan Kopecký (Cze) | 146 |
| 2. Craig Breen (Irl) | 109 |
| 3. Bryan Bouffier (Fra) | 69 |
| 4. Francois Delecour (Fra) | 48 |
| 5. Jari Ketomaa (Fin) | 39 |



François Delecour still has it at 50, placing fifth in the event he won 20 years ago.

Lucas Kallinosis

THIS YEAR I celebrate my 405 SRDT's 20th birthday and it is approaching its 500,000km milestone. It is my 15th year of ownership and it is by far the best car I have ever owned. My car remains in such great shape it is likely to be last car I ever own. And it is only my first Pug.

Since putting the car in the care of Peter Harenza, of French Tech Automotive at Forestville, some years ago the car has become and remains incredibly reliable and economic to run and maintain and is still used on regular interstate trips.

Peter's view is that the 405 is the last of the great Pugs

Half a million reasons to be happy



Just the cat's whisker: Lucas is thrilled with the performance of his Peugeot 405 SRDT.

because of its lack of electronics and he is not being brand specific. His opinion is that you are far better off with a 20-year-old car than a 10-year-old car because of this.

Apart from a couple of radiators, alternators, a starter motor and a clutch the car is still running on its original major components and I expect it will continue to do so for a long time to come. The injection pump did need overhauling but I had put this down to the car running on Australia's then sulphur-rich diesel.

I have had two niggling but fortunately minor problems.

The first was the "water in fuel" warning light regularly coming on. However, since sticking religiously to BP fuel and taking Peter's advice of keeping plenty of fuel in the tank the light now very rarely comes on. It appears to be triggered by dirt rather than water from both the bottom of the fuel tank and the fuel itself. On one occasion it seem there was bacteria growing in the fuel as well (but the car still ran normally).

The second was a loose sensor wire that caused the engine temperature to falsely show the engine was overheating. Two dealer workshops could not find the problem. An ex-Peugeot dealer workshop manager now in his own business simply lifted the bonnet, pushed a loose wire properly onto its connector and sent me on my way – all in about two minutes and no charge.

There have been minimal minor problems like the driver's window cable breaking (some 10 years ago) and the outside temperature gauge now wrongly indicating 65 degrees. The pump for the windscreen washers has been replaced three times now but can't complain as the replacements have all been second hand (and surprisingly cheap).

Other than a broken windscreen, a flat tyre, and the odd speeding ticket the only excitement I have had on my regular interstate trips has been my alternator failing just on nightfall as I was coming into Glen Innes.

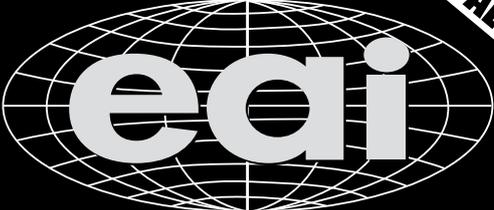
I asked the local auto electrician if he could recharge my battery overnight but got talked into having the alternator overhauled instead. Contrary to my belief it couldn't be done because it was a sealed unit, the auto electrician was able to overhaul it successfully using what parts he had available (Toyota and BMW!).

Despite having lived on the coast for a number of years the only on-going problem is dealing with rust appearing around the front and rear windcreens. Although the car has galvanised panels apparently when the glass is removed the galvanising gets damage and hence the problem.

The car still comfortably and easily does Sydney to Brisbane via the New England Highway in a single day on a single tank with fuel remaining at the other end. The furthest I have travelled on a single tank has been just over 1,300km but that was on the Newell Highway and didn't want to push my luck.

The mechanic who checked the car to transfer registration interstate unsolicited said "drives straight, engine's good, gearbox's good, suspension's good, you would have rocks in your head to even think about selling".

I didn't need convincing. After 15 years the car still "goes, stops and handles REAL good".



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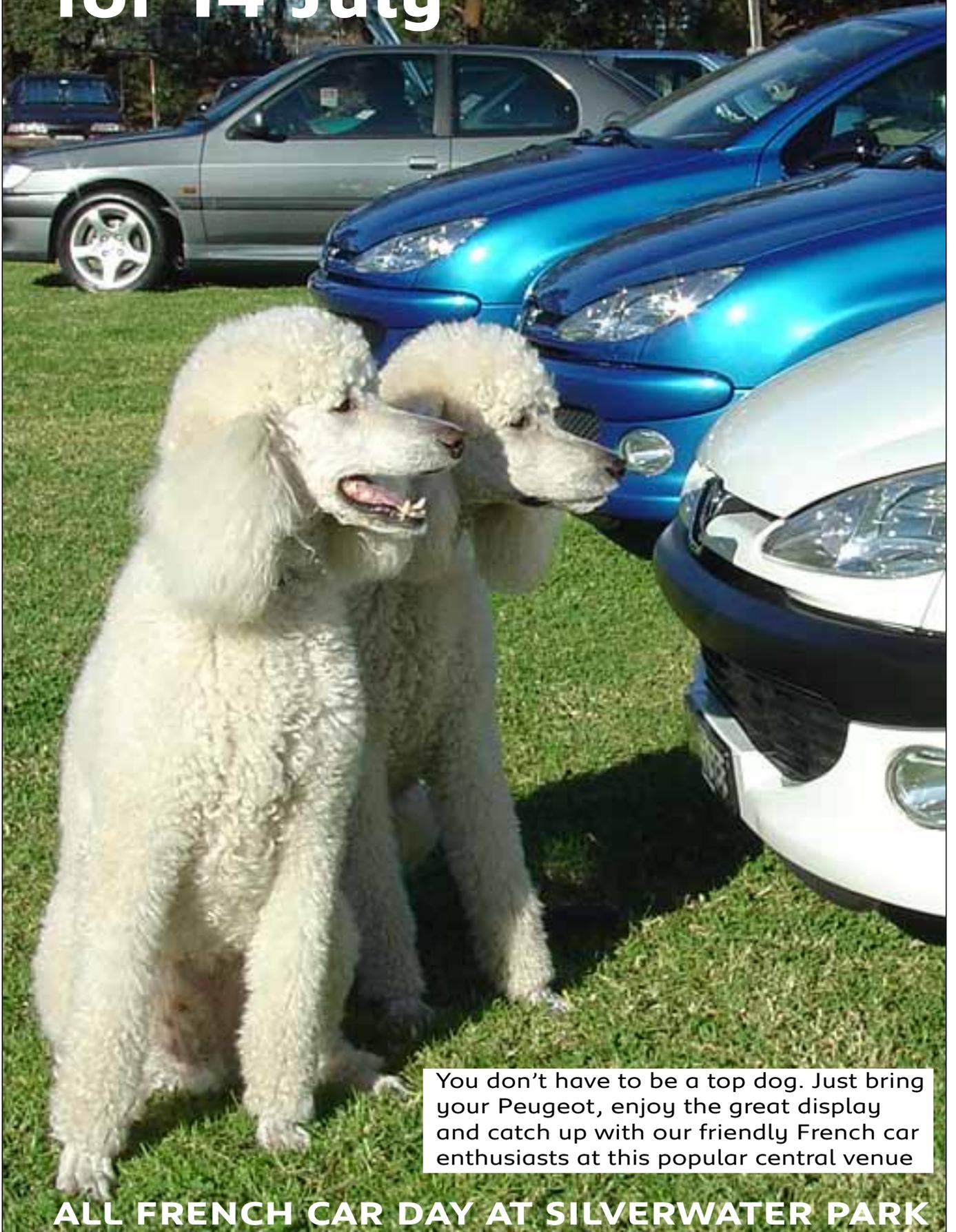
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It's been a long time with my Peugeots

Steve Palocz

IT'S BEEN 41 YEARS in March since I bought my 504 and 26 years in January since I bought a 604 for my wife Keiko. Wow, time goes quick. I remember in 1972 that I hoped to keep my 504 till 1980! Boy wasn't I out with that prediction.

In 1987 when I drove the 604 home for the first time Keiko looked at the 604 and said: "I'm not driving a car that big!"

Then, fifteen years later when I bought our V6 406, Keiko preferred the 604 because she could see the front of the 604 unlike the 406 where everything disappears after the wind-screen. In many ways I prefer the 604 for the better forward vision.

Each Peugeot is different and I like those differences. The V6 406 is very quick and handles very well but the 604 has a ride both Keiko and I like very much. Also with the 604 you can load the kitchen sink and still have tons of room.

The 504 is my driver's car. The 604 is our '70s cruiser. In the 406 you nip and tuck in traffic.

It was about fifteen years ago that I realised why I hang on to my Peugeots. I do all my own servicing and repairs on these cars. It's because I've put so much of "me" into these cars that I cannot let them go. So each time I buy another car I still hang on to the older Peugeot.

It's a trap owning Peugeots. Be warned that once you have a Peugeot you can't let go of the others. Keiko thought I was some crazy Peugeot-owning person when we first met but after experiencing Peugeots for over thirty years she knows why. It's a pity rego costs so much. I could easily have a Peugeot for each day of the week.

The excellent handling and brakes of the 504 helped me survive the 1970s when I was in my twenties and one thinks you live forever. Now I look back and realise some of the silly things that I did during that terrific decade when things were not as complicated as now.

In 1978 after the 504 was only eight years old, I found I had to repair major rust that was appearing on the bottom corners of the front windscreen. I had to remove both front mudguards and the windscreen to repair the rust that was a common problem on these early 504s. When I had the mudguards off I found even more rust at the bottom of the foot wells due to foam padding that sponged moisture and started rust in the inner guards. I removed these pads as well as more foam pads from the rear roof pillars through the boot. Those repairs were 34 years ago so my rust repairs must have been ok.

Recently I completed a major engine repair on my 406 and look forward to going on a trip in it.

I just realised June will be eleven years since we bought our 406. That adds up to 78 years of Peugeot ownership for the Peugeots that I still have!

Love those Peugeots
Steve V6..



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David Zalstein

A NEW RACEWAY planned for Sydney's west hopes to open its gates before the end of the year.

The 1.25km Luddenham Raceway, located between Penrith and Liverpool, is planned to be 8m wide (10m wide down the straight) and feature significant elevation changes including a main straight that runs downhill, along with uphill hairpins and several crests.

Aiming to open in October as part of a privately funded complex that will also feature a 600m go-kart track and paintball facilities, the full circuit promises to provide a new location for track days, time attack events and driver training.

Simo Vukmirica, a key figure in the project's



Head to Luddenham for track days



development, told CarAdvice the circuit has been an idea for the last two years, with formalities starting last October.

"There's a need in the area for more race tracks in Sydney," Vukmirica said.

"We are very excited about our new facility."

Once opened, Luddenham Raceway will join the likes of Wakefield Park and Sydney Motorsport Park among other motorsport venues in NSW. It is within close proximity to the now-defunct Oran Park Raceway, which closed in 2010.

Another brand new motorsport complex, Highlands Motorsport Park, was launched at the beginning of the month in New Zealand with a McLaren MP4-12C GT3 racecar burning around the track on its open day.

— from CarAdvice.com.au

For up to the minute updates, the developers even have their own Facebook page at www.facebook.com/LuddenhamRaceway — Ed.

He buys them because he enjoys them

Kay Marken thanks the WA club for a gift

THANK YOU SO MUCH for asking us if we wanted the spare Peugeot 605 manuals, and for organising Bob Pinkerton to deliver them to Doug Brockfield, who delivered them to us at the Easter Pageant.

They have now travelled more than 2,000km since the Pageant and are at home in Brisbane. Probably the most travelled set of 605 manuals in recent times!

As you probably know, we first bought a Sorrento green series 2 605 because of the ease of use after I had elbow surgery back in 2000. I still use it as my daily use car.

Then we bought a white series 2 605 cheaply to use the motor in another Peugeot, but after

driving it home Richard said it was too good to dismantle, and after a week's work registered it, and we still use it as a run-around car.

Then we bought the Series 1 605 with a dead engine that was turned into the ute, then two others as spares cars for the ute.

We also bought a very nice red 605 simply because it was such a nice car; the grandkids and shopping do not go in this one!

And why do we buy these 605s? Well, Richard says they are the absolute best Peugeot to drive, and certainly the most comfortable as well! And Peugeots he has driven include a 205, 403, 504, 504 cabriolet and 604.

The problem is, many of the parts are unavailable, as there were few brought into Australia, which is why we buy the spares cars. 605s are not the easiest to work on, and we have frequently received calls from mechanics in

other states asking how to fix a particular thing.

Now that we have the books, not only will Richard have a source of info for himself, we may be able to scan a page to help with Richard's explanations to others.

— from the WA Lion.



40 years ago

1973 The committee is in better shape with the addition of Robyn Duffy and Elaine Hoole. "We needed more people, so we picked some pretty ones," the editor explained.

Seventy members at the May meeting were treated to several films, including Greg Hoole's rushes of Last Tangle in Paris, which was voted better than two BMC films, even though one showed a Peugeot 403 trouncing the Austin Lancers in class C in the 1969 Phillip Island 500.



An old love: Richard Marken's Peugeot 604 shines at the Queensland Easter Pageant in 1998.

35 years ago

1978 After a long, long, wait, the Peugeot 604 has been released in Australia, with dealers getting their stocks of one car each. Those who have seen them report the finish is superb and the exhaust note from the V6 is one of the best burbles heard from a luxury car. Ambitiously, 1,200 cars are being imported in the first year.

Masks everyone for the Bastille Day Ball at the Ryde Civic Centre.

Hugh Drake offers a 1957 Peugeot 403 in good nick, apart from a broken leaf in the front spring, for \$350 ono, no reg, while Henry Schoemaker will part with three 40 mm side draught Webers for \$40 each.

25 years ago

1988 Car collector Greg Mackie of Leppington joins the club with the rare 1923 Peugeot 175 torpedo sports that Peter

Orr ran in sporting events for several years.

A European jury of motoring writers votes the Peugeot 405 the car of the year with a landslide majority. It is the eighth French car to win since 1963.

Melbourne sporting type Graham Wallis declares the Peugeot 404 much superior to the 403 and 203 in "rough roadability", but notes that on many the front shockers are not 100 per cent and gives advice on how to get them up to scratch.

Robert Cherry warns that Peugeot 604s are as liable to burst into flames as 1972 Cortina fours. Having seen five burnt out cars at a wrecker's yard, he recommends modifying the fuel pump and its pipe with the small bleed hole.

20 years ago

1993 One hundred French cars at the Hunter Valley All French day took part in the procession from Cessnock Town Hall to the Rothbury Estate winery, the oldest being a 1911 model.

Wal Glading had his Pug 504 LTI parked snug in the carport until the gutter overflowed during a torrential storm and, because of a faulty seal, it filled his air cleaner with water and killed the engine. A huge overhaul later, it was virtually perfect once more.



Traveller's nightmare: Kim Slatterly notices something is not right about his motel neighbour's Holden.

A dismayed club president John Geremin reports it cost close to \$1,000 to reregister his Peugeot 305 with mismatched bootlid colours and his Peugeot 504 wagon, both due at the same time.

15 years ago

1998 Oh dear, one speed camera too many and club president Michael Loney is reduced to attending a committee meeting on a bicycle. Safely helmeted, of course.

Steve Palocz suggests that a weekend meeting be held at Wagga Wagga to mark the 30th anniversary of the Peugeot 504.

10 years ago

2003 Club Peugeot UK member Alastair Inglis made a quick run to Portsmouth to catch the ferry to Le Havre in his Peugeot 203 Commerciale Sacre Bleu to join the French contingent and put three Pug 203s on the ro-ro ship Don Juan for the voyage to Sydney so they can take part in the Redex Rerun.

Talk about old hands at old Pug adventures – Alastair has driven Sacre Bleu from Paris to Beijing and Leigh Wootten has driven from Cape Town to Paris in his Pug 203 Estate.

Eighty-eight cars are entered in the rerun, including 30 203s, 10 403s and nearly 40 404s as well as some non-Peugeots.

Gay motoring enthusiasts in France named the Peugeot 206 CC as the world's first Gay Car of the Year while in New Zealand the Peugeot importer sponsors Auckland's equivalent of Sydney's Mardi Gras. In Sydney the official word is that people of all sexual orientations are welcome to buy Pugs.

Five years ago

2008 As the car trade reports a strong car downsizing trend, Rod Easdown notes both a Pug 308 XSE and XTE are as luxurious inside as a BMW three, have more room in the back, a spare tyre in the boot and good trash and brakes for the bush.

David Bean encounters his first pink swinger. He tests Helen Louran's lambo-doored 206CC.

Ray Broomham rejects two offers from exporters wanting his Peugeot 505. One phone claiming to be a car club member.

Jim Kearns encounters rugby scrum parking in Paris – touch-hold-engage – when there's not much room.



Easter parade: Behind a Peugeot 203 ute's bonnet, Keith and Hilma Bridge lead the Pageant Pugs in Berri's annual celebration.

Mark Besley

The search for the Maxi Fuses

GIVEN THE AMOUNT of electronics in all modern Peugeots, it is not surprising that there are a lot of fuses. As an example, my 307 has over 40 fuses, 17 in the “lost half” of the glovebox where more electronics reside, 18 under the bonnet near the engine management computer, and 7 “Maxi Fuses”.

According to its Owner’s Handbook, the 3008 appears to have at least 50 fuses in three locations – the glovebox, near the engine management computer and on top of the battery. Removing the cover in the left part of the glovebox reveals a mass of wiring and a large number of fuses that would be somewhat difficult to access. Hopefully I won’t need to be replacing any fuses!



Mass of wiring in left half of 3008 glovebox



One of the rows of fuses in the 3008 glovebox behind all those wires

Of course the exact number of fuses varies depending on options and accessories fitted to the vehicle, but compare it to the four fuses in a 403 or early 404 or even the massive increase to five fuses when 404s went to the later wiring loom that came with the “round instruments”.

Since the later 505s, Peugeot like most manufacturers have used the ubiquitous “blade” type fuses. These come in various sizes but the standard (19mm long) type is frequently used. Later Peugeots also have increasing numbers of “Mini” fuses (11mm), no doubt used in order to fit increasing numbers of fuses into the available space. In a 307, these fuses are all easy to locate, inspect and replace if necessary in one of the two locations that I mentioned.

The Owner’s Handbook describes in detail the locations of each fuse and the items protected by it. So far, so good until you come to seven items that are protected by “Maxi Fuses”. These are designated in the Owner’s Handbook as “MF1” to “MF8”. Curiously, both the 307 and 3008 have seven Maxi Fuses but the numbering goes to eight. The 3008 Handbook simply says “MF1 Not Used” but the 307 mysteriously skips MF7. Perhaps seven is deemed an unlucky number and was skipped in the same way that the thirteenth floor is omitted from some buildings?

What is a Maxi Fuse? It is simply a larger blade type fuse, 30mm long as shown in the diagram on the right.

Unfortunately the Owner’s Handbook does not divulge the location of the Maxi Fuses and the advice given in relation to the Maxi Fuses

is “The maxi-fuses provide additional protection for the electrical systems. All work on the maxi-fuses must be carried out by a PEUGEOT dealer”. So what happens if you have a problem with an item protected by a Maxi Fuse and you want to check the fuse? It seems that the intention is that you get the car towed to a Dealer.

So when I wanted to check a Maxi Fuse in the 307 did I call the tow truck? Of course not, I went and looked in the Haynes 307 Manual – surely that would show the location of the Maxi Fuses. No – it just described the two locations of the standard fuses which I already knew. OK, back out to the car and time for some serious searching. Logic told me that they had to be located near other “electrical stuff” and a bit of poking around with a bright light led to discovery.

I can now reveal that the Maxi Fuses are hidden under the fuse/relay box in the engine compartment as shown in the picture. It is simply a matter of unclipping the box, removing connectors as necessary and the Maxi Fuses



Fuse/Relay Box partly lifted to show location of Maxi Fuses (circled)

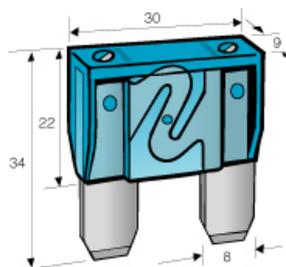
can be accessed.

So why all the secrecy? Keep in mind that the Maxi Fuses protect the highest-powered items (i.e. the things that draw the most current) in the vehicle. These include the electric power steering pump, ABS system, fans, and other internal systems in the car. Power comes straight from the battery (immediately adjacent), through some very thick cable and thick metal conductors. Care is needed to ensure that power coming direct from the battery is not shorted to anything that could cause damage. However it is pretty easy to disconnect the battery if you want to work in this area. I would prefer the ability to replace a fuse myself if that was all that was required to get the car operational.

Steering Without Power

OK, so why was I looking for the Maxi Fuses? The problems all started when Olga mentioned that the “steering was broken” in the 307. Immediately this conjured up images of cartoons where the steering wheel and part of the steering column break off in the character’s

hands, or old movies where someone’s car has been sabotaged and turn-



Maxi Fuse showing dimensions in mm

ing the steering wheel has no effect on the direction of travel, of course when the car is travelling at high speed.

On a more serious note, some may recall that a dodgy batch of non-genuine steering flectors were sold aftermarket and fitted as replacements to some 504s and 505s about twenty years ago. These did not have the correct metal reinforcing inside the rubber, and failure of the rubber led to a situation where turning the steering wheel had little effect on the direction of the front wheels. I sincerely hope that none of these flectors are in existence now.

But back to the 307 – a quick check revealed that the steering was still operative, just incredibly heavy to the point where the car was extremely difficult to drive at low speed. My first thought was a rack/hydraulic problem. You may recall some time ago I discussed rack corrosion, seal damage and consequent loss of hydraulic fluid.

So the first check was the power steering fluid level. It’s not easy to get at the power steering fluid reservoir in a 307 – it is located on the driver’s side towards the front of the car and fairly low. Even after removing a plastic cover, the windscreen washer reservoir filler gets in the way of your access to the power steering reservoir cap. With a bit of perseverance I managed to get the cap off only to discover that there was plenty of fluid. OK, not a fluid leak then.

The next thing was to consider that the electric power steering pump might not be getting any electrical power. One interesting aspect of the electric power steering is that power assistance can be provided even when the engine is not running. If the ignition is on and the car is moving, even extremely slowly, the power steering pump will actuate when the steering wheel is turned.

It was fairly easy to do this and verify that I could not hear the power steering pump, so my next step was to check Maxi Fuse 8, a 70 Amp fuse that feeds the pump. Thus began the “Search for the Maxi Fuses”. Despite my excitement in locating Maxi Fuse 8, the potential diagnosis of a cheap and easy fix came to an end when I discovered that the Maxi Fuse was intact.



A 70 amp Maxi Fuse as Used with Peugeot Power Steering (Tan is the standard colour code for 70A)

Unfortunately this meant that something more serious was afoot so at this point I was forced to seek assistance. In next month’s column, I’ll describe how the saga unfolded.

– from *Torque*

For sale

205 GTi Classic. Manual. Some body damage. 200,000km. No rego. Good project car. \$1800. Epping, NSW. Contact Phil at philloney6789@gmail.com

307 XS Touring, HDi 5spd manual 1.6 litre diesel. 2005 face lift model. Very good condition. 140,000km, reg to 18/10/2013. Aegean blue, 5 alloys, towbar, mud flaps, weather shields, F&R Peugeot mats. Renewed dual mass flywheel/clutch, F&R rotors, timing belt and rollers, rack ends. Good life left in pads, rotors and tyres. Full log books, all receipts. Always garaged. \$10,000 ono. I will be O/S from 01/06 until 18/06.

Please call after then for details or to view. The car is in Gosford. Call Steve 02 4329 1035, 0404 913 310 or sjmud@netspace.net.au

505 STi 1984 sedans (x2). Both cars are complete but not running. The first car is manual and Bronze in colour with alloy wheels. The second car is automatic and Maroon in colour with alloy wheels. The cars are in reasonable condition with a little rust in some of the window frames. The cars are located at Mission Beach in Nth Qld and would need to be trailered, trucked or towed away. Price \$200.00 each. Stephen Wood 0418 289 642

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, 18 JUNE. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

Parts

406 Parts. New front disc rotors (QH brand) and pads, \$150. Dipstick for the 2.0L engine (2000 model year) \$10. Haynes manual for the 406 in perfect, never used, condition. \$30. I am open to sensible offers on all of the above. Neil Inglis, 02 6337 1480, 0429 371 480, neil.i@bigpond.com

405 steel wheels (x4) with tyres 40% In very good condition,

replaced with mags, \$90 ono; 405 tinted glass driver's door \$25 ono; SRDT workshop manual, excellent condition, 88 to 94, free delivery \$30. Jamie Campbell, Bathurst, 02 6337 4865. Would consider delivery to Blue Mountains if you were buying a few of the items.

504 Ti rusted, whole, parts only, trailer-able, \$150, contact David in Lismore NSW, 02 6621 9976 or 0416 219 946



Peugeot RCZ View Top



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Magna Steyr is showcasing its technology with the Peugeot RCZ View Top Concept.

Ever since the Peugeot RCZ was launched, lovers of open-topped motoring have been asking when we'll see an RCZ Convertible. But therein lies a bit of a problem.

The key design feature of the RCZ is its Zagato-esque double-bubble glass roof. Take away the double-bubble roof – which would almost be inevitable in a convertible RCZ – and what you have left is an upholstered shelf in the back.

But Magna Steyr may have the solution – the Peugeot RCZ View Top.

The Peugeot RCZ View Top features folding glass and material panels to give a roof that can probably best be described as a posh Venetian blind.

The beauty of the design – especially for the RCZ – is that it has kept the double-bubble shape intact in a roof that concertinas back in a Landalette way in just 12 seconds to sit on the back shelf, standing just 200mm high.

—from CarsUK



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MOTION & EMOTION

PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

| 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 | | | | | |
| Baker Motors | Sales Showroom, Service & Parts | 478-486 Olive Street | ALBURY | NSW 2640 | 02 6041 8400 |
| Central Coast Eurocars | Sales Showroom, Service & Parts | 325 Mann Street | GOSFORD | NSW 2250 | 02 4324 2405 |
| Coles Car Sales | Sales Showroom, Service & Parts | 109 Woodlark Street | LISMORE | NSW 2480 | 02 6621 2728 |
| Corban Automotive Group | Sales Showroom, Service & Parts | 46 - 48 Flinders Street | WOLLONGONG | NSW 2500 | 02 4229 9111 |
| Dominelli Prestige | Sales Showroom | 139 Princes Highway | ARNCLIFFE | NSW 2205 | 02 9335 9100 |
| | Service Unit | Ann Street | ARNCLIFFE | NSW 2205 | 02 9335 9220 |
| | Service & Parts | 53-57 Waratah Street | KIRAWEE | NSW 2252 | 02 9545 9090 |
| Jason Prestige | Sales Showroom | 46 Dobney Avenue | WAGGA WAGGA | NSW 2650 | 02 6925 3211 |
| | Service & Parts | 42 - 52 Dobney Avenue | WAGGA WAGGA | NSW 2650 | 02 6925 6825 |
| Allan Mackay Autos | Sales Showroom | 241-245 Argyle Street | MOSSVALE | NSW 2577 | 02 4869 1100 |
| | Service & Parts | 31 Garrett Street | MOSSVALE | NSW 2577 | 02 4868 1011 |
| Alec Mildren Peugeot | Sales Showroom | 555 Pacific Highway | ARTARMON | NSW 2064 | 02 9413 3355 |
| | Service & Parts | 22 Cleg Street | ARTARMON | NSW 2064 | 02 9906 1388 |
| John Patrick Prestige Cars | Sales Showroom, Service & Parts | 169 Hastings River Drive | PORT MACQUARIE | NSW 2444 | 02 6584 1800 |
| Orange Motor Group | Sales Showroom, Service & Parts | 8 Gateway Crescent | ORANGE | NSW 2800 | 02 6362 8100 |
| Pacific Euro Sales | Sales Showroom, Service and Parts | 39 Pacific Highway | GATESHEAD | NSW 2290 | 02 4920 8000 |
| 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 Parramatta | Sales Showroom | 42-64 Church Street | PARRAMATTA | NSW 2150 | 02 9841 8800 |
| | Service Unit | 2 Cnr Arthur St & Tramway Ave | PARRAMATTA | NSW 2150 | 02 9841 8979 |
| | Parts Unit | 11 Cumberland Green | RYDALMERE | NSW 2116 | 02 8832 8832 |
| Peter Warren Automotive | Sales Showroom, Service & Parts | 13 Hume Highway | WARWICK FARM | NSW 2170 | 02 9828 8040 |
| VICTORIA | | | | | |
| Ballarat City European | Sales Showroom | 101 Creswick Road | BALLARAT | VIC 3350 | 03 5331 5000 |
| | Service & Parts | 4 Dickson Road | BALLARAT | VIC 3350 | 03 5331 5000 |
| Bayford City Peugeot | Sales Showroom | 406 Victoria Street | NORTH MELBOURNE | VIC 3051 | 03 9341 4444 |
| | Service & Parts | 562 Swanston Street | CARLTON | VIC 3153 | 03 9341 4497 |
| Bayford South Yarra Peugeot | Sales Showroom | 435 Malvern Road | SOUTH YARRA | VIC 3141 | 03 8290 2888 |
| | Service Unit | 436 Malvern Road | SOUTH YARRA | VIC 3141 | 03 8290 2844 |
| Bayside European | Sales Showroom | 1285 Nepean Highway | CHELTENHAM | VIC 3192 | 03 9239 6888 |
| | Service Unit | 1234 Glenhuntly Road | GLEN HUNTLY | VIC 3163 | 03 9571 6909 |
| Bendigo Motor Group | Service & Parts | 140-150 High Street | BENDIGO | VIC 3550 | 03 5443 1122 |
| Booran Euro | Sales Showroom, Service & Parts | 37 Lonsdale Street | DANDENONG | VIC 3175 | 03 9794 6244 |
| Gippsland Motor Group | Sales Showroom, Service & Parts | Lot 4, Princes Highway | TRARALGON WEST | VIC 3844 | 03 51721100 |
| Rex Gorell Geelong | Sales Showroom, Service & Parts | 212-224 Latrobe Terrace | GEELONG | VIC 3218 | 03 5244 6244 |
| McPherson Motors | Sales Showroom, Service & Parts | 7979-7985 Goulburn Valley Highway | SHEPPARTON | VIC 3631 | 03 5823 2100 |
| Regan Motors | Sales Showroom | 295 Whitehorse Road | BALWYN | VIC 3103 | 03 9830 5322 |
| | Service & Parts | 92 Auburn Road | HAWTHORN | VIC 3122 | 03 9882 1388 |
| Taylor Motors | Service Centre | 50 Lonsdale Street | HAMILTON | VIC 3300 | 03 5572 4244 |
| QUEENSLAND | | | | | |
| City Peugeot Brisbane | Sales Showroom | 26 Burrows Road | BOWEN HILLS | QLD 4006 | 07 3253 1400 |
| | Service & Parts | | | | 07 3253 1440 |
| A. Cullen & Son | Sales Showroom & Service | Old Bruce Highway | NAMBOUR | QLD 4560 | 07 5441 9000 |
| Ipswich European | Sales Showroom | 34 Brisbane Street | IPSWICH | QLD 4305 | 07 3454 4111 |
| | Service & Parts | 21 Limestone Street | IPSWICH | QLD 4305 | 07 3454 4111 |
| Motoco Euro | Sales Showroom, Service & Parts | 15-17 Bowen Road | MUNDINGBURRA | QLD 4812 | 07 4729 5299 |
| Rockhampton Prestige | Sales Showroom, Service & Parts | 112-118 Musgrave Street | BERSERKER | QLD 4701 | 07 4922 1000 |
| Toowoomba Classic Autos | Sales Showroom, Service & Parts | 161 James Street | TOOWOOMBA | QLD 4350 | 07 4638 3233 |
| Trinity Prestige | Sales Showroom, Service & Parts | 94 McLeod Street | CAIRNS | QLD 4870 | 07 4050 5000 |
| Von Bibra Prestige Gold Coast | Sales Showroom | 65-67 Ferry Road | SOUTHPORT | QLD 4215 | 07 5561 6166 |
| | Service & Parts | Case Street | SOUTHPORT | QLD 4215 | 07 5561 6182 |
| West Car Sales | Sales Showroom, Service & Parts | 45 Walker Street | BUNDABERG | QLD 4670 | 07 4152 7355 |
| Zupps Prestige European Mt Gravatt | Sales Showroom, Service & Parts | 1320-1332 Logan Road | MT GRAVATT | QLD 4122 | 07 3243 8777 |
| SOUTH AUSTRALIA | | | | | |
| Australian Motors | Sales Showroom, Service & Parts | 10 Goodwood Road | WAYVILLE | SA 5034 | 08 8269 9500 |
| TASMANIA | | | | | |
| Euro Central | Sales Showroom | 118 Argyle Street | HOBART | TAS 7001 | 03 6234 0200 |
| | Service & Parts | 35-43 Brisbane Street | HOBART | TAS 7001 | 03 6234 0200 |
| Launceston Peugeot | Sales Showroom | 145 Invermay Road | LAUNCESTON | TAS 7248 | 03 6331 6337 |
| | Service Unit | 151-155 Invermay Road | LAUNCESTON | TAS 7248 | 03 6323 0240 |
| WESTERN AUSTRALIA | | | | | |
| Allpikie Peugeot Sales | Sales Showroom, Service & Parts | 274 Scarborough Beach Road | OSBORNE PARK | WA 6017 | 08 9202 2999 |
| DVG Prestige Melville | Sales Showroom | 170 Leach Highway | MELVILLE | WA 6156 | 08 9317 2525 |
| | Service & Parts | 80 Norma Road | MYAREE | WA 6154 | 08 9317 2422 |
| NORTHERN TERRITORY | | | | | |
| Sapphire Motors Pty Ltd | Service Unit | 2 Duke Street | STUART PARK | NT 0820 | 08 8941 6511 |

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IN



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