

the pugilist

November 2013

Magazine of the
Peugeot Car Club
of NSW Inc





Pigeon Pair: Graham Taylor's 404 looking resplendent alongside his other Pug, a fancy Shark Grey RCZ. petrol turbo in Canberra.

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Pug 2008 touchdow

PEUGEOT HAS LAUNCHED its crucial 2008 compact crossover in October, with an aggressive starting price of just \$21,990 (plus on-road costs), with the local importer aiming to improve its sales performance in Australia and capitalise on a booming new market segment.

The bold pricing move for the all-new city SUV undercuts the recently launched Holden Trax by \$1500 and matches the soon-to-be-released Nissan Juke, giving the European contender every chance of securing a foothold in one of Australia's fastest-growing segments – up 20 per cent this year – which is swelling with contenders and has the Ford EcoSport, Renault Captur and others still to come.

The 2008 is a key plank in the company's strategy to push volume here following a six per cent sales slide so far this year.

Together with the second-generation 308 from mid-2014, and the recently released 208, the 2008 will underpin a refreshed product focus led by Mr Gillespie's replacement, John Startari, in the newly created role of Sime Darby Distribution general manager for both Peugeot and Citroën vehicles.

Peugeot claims the 2008 is its first truly 'international' model in the car-maker's 131-year history, and names Australia – along with South America and Asia – as one of the major growth markets.

The cover

Bruce Smith's 1972 504 Cabriolet looking resplendent in the sun next to David Schultz's 2007 model 207 GTI.

Picture: Simon Craig

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one of the segment pioneers.

It is hoped that the newcomer will gain an early foothold in the city SUV segment. PSA says demand for the 2008 has already far exceeded supply in Europe.

Architecturally, the 2008 is built on PSA's 'PF1' platform that debuted back in 2002 with the Citroën C3, seen locally here with the 207 and now the 208.

It benefits from many of the 208's kilo-paring measures such as the extensive use of lightweight materials and minimal front and rear overhangs, but is stretched and raised for its role as a crossover. Its development began in France in 2010.

Key overall length (4159mm), width (1739mm) and height (1556mm) measurements are 195mm, 25mm, and 96mm larger than the 208 respectively, while ground clearance is 165mm – 25mm

Peugeot 2008 pricing*

1.2 VTi Active	\$21,990
1.6 VTi Active Petrol (a)	\$24,990
1.6 VTi Allure Petrol	\$27,990
1.6 VTi Allure Petrol (a)	\$29,990
1.6 e-HDi Outdoor	\$31,990

*Excludes on-road costs.

higher than the baby hatch. Wheelbase comes in at 2538mm.

Unlike the old 4007 and existing 4008 SUVs, nothing is shared with any Mitsubishi model.

Significantly, no all-wheel-drive option is in the pipeline at this time. It has a clever system called "Grip Control" on some variants, which was seen first on the 3008. Hopefully it survives as an option locally a lot longer than it did on the 3008.

While reflecting similar styling cues, the five-door wagon body is completely different to the 208 (as opposed to the slow-selling 207 SW wagon that it replaces), with considerably more interior space for its more family-focused orientation

Corresponding with the added ride height are loftier seating positions, but the deep side windows and a driving position defined by a low-set steering wheel and high-set instrument binnacle are pure 208.

But the crossover does gain specific blue dash lighting and an 'aviation-style' manual handbrake, as part of a redesigned lower console area, while LED roof track lights and a glass roof are unique options.

The base 2008 Active is available in two petrol drivetrain specifications – a 1.2-litre three-cylinder VTi with a five-speed manual, and a 1.6-litre four-cylinder VTi

available with either a five-speed manual or aforementioned four-speed auto.

Tipping the scales at a flyweight 1053kg, the 1.2 triple produces a diminutive 60kW of power at 5750rpm and 118Nm of torque at 2750rpm, resulting in a 0-100km/h dash time of 13.5 seconds on the way to a 169km/h top speed.

It returns official combined-cycle fuel consumption of 4.9 litres per 100km on 95 RON premium unleaded, which is equivalent to 114 grams per kilometre of CO₂.

In comparison, the 1086kg 1.6-litre four delivers 88kW at 6000rpm and 160Nm at 4250rpm, completing the 0-100km/h run in 9.5 seconds (1113kg auto: 11.2s). It also returns 5.9L/100km (auto: 6.5L/100km) and 135g/km (auto: 150g/km).

Aided by automatic engine idle-stop technology, the 1164kg 1.6-litre e-HDi four-cylinder turbo-diesel Outdoor model is a five-speed manual-only proposition

The HDi produces 68kW at 4000rpm and 230Nm at 1750rpm and reaches 100km/h from standstill in 11.5 seconds. It has a 181km/h top speed, while economy and CO₂ emissions are 4.0L/100km and 103g/km respectively.

Unfortunately, the higher-output 84kW/270Nm 1.6 HDi with a six-speed manual transmission is not earmarked for Australia for the time being.

As with the 208, the steering is an electric rack and pinion set-up, while the suspension is via 'pseudo' MacPherson struts up front and a torsion beam in the rear.

All 2008s include a full suite of front, side and curtain airbags, ESC, ABS brakes, hill-start assist, cruise control with speed limiter, a rear camera within a seven-inch multi-function touchscreen, rear parking radar, roof bars, Bluetooth/USB audio and alloy wheels.

The local launch of the 2008 brings the introduction of a 5 Year "Assured Capped Price Servicing Plan". This plan will only cost the customer \$369 a year over the five years.

The 5 Years Assured Capped Price Servicing Plan covers the vehicle's first five years of servicing, or the first 75,000km, whichever occurs first.

Under the 5 Years Assured Capped Price Servicing Plan the service schedule will be 12 months/15,000kms (whichever occurs first); therefore the previously free Intermediate Check is no longer performed.

Pictures: Peugeot Australia



Optional leather seats with the fancy handbrake. At least it's not electric.

New rules & old rules

Ross Berghofer

LAST MONTH I reported to you that a treasurer sub-committee had been formed to perform the duties of the treasurer's position. This position is vacant and a volunteer is sought to fill it, but in the meantime Con Engel has offered to act as club treasurer. We thank Con for that assistance.

There has been a change of leadership at Peugeot Australia. Bill Gillespie has left the position as General Manager and the position is now held by John Startari, who fills the new role of Sime Darby Distribution general manager — in charge of both the Peugeot and Citroën brands in Australia.

The club offers best wishes to Bill Gillespie in his future career and at the same time congratulates Mr Startari on his appointment and wishes him well in his challenging post.

I attended the September meeting of the Council of Motor Clubs and pass on to members some information of interest from that meeting.

After the Shannon's Sydney Classic, two clubs (not the Peugeot Car Club) have been asked to explain actions of their members. One member of a club stopped and did a wheel spin to catch up with his friends. Another club had a member

overtake the safety car. These are no-no's.

Terry Thompson, the president of the CMC, provided the following information for H plated cars.

Only the primary club can give permission to use a car for any reason other than a normal club event, unless the primary club has in its H plate rules that it recognises the runs of secondary clubs. The registered operator is the person the vehicle is registered to; this is not always the driver, for example for companies. A registered operator can change primary clubs during the registered year, but must immediately notify the RMS of the change of primary club.

Proof of membership of a primary club can include:

- a membership card
- a receipt of payment of membership fees
- proof does not have to include a letter from the club confirming membership.



Sime Darby Distribution general manager John Startari

On an outing, a member should always carry proof of membership of a club and a magazine with information about the event you are on.

The 1269 rego renewal form must have the stamp of the primary club. The RMS and police have authority to remove cars from the H plates scheme if the owner transgresses the concessional rules.

October saw the club's meeting at Shannon's at Artarmon and I thank club member and Shannon's employee Doug Smith for enabling the meeting for us.

In the meantime, I look forward to the club's end of year dinner, and keep on Pugging on, especially in those wagons.

Come visit the Sydney Tramway Museum at Loftus

Sunday 10 November

Simon Craig

JOIN THE SYDNEY Tramway Museum for a special day of 1950s tram rides.

We're concentrating on Sydney's last decade of tram travel.

Post-war prosperity saw many new suburbs creeping outwards and a new emphasis on the motor car.

But in the inner suburbs, people kept to the familiar forms of transport that continued to serve them well.

Some areas saw a great improvement in their tram services. As, for example, once the North Shore lines closed, the beautiful and comfortable corridor cars appeared on many lines, which had been the mainstay of the earlier high capacity models.

But for races at Randwick and Canterbury and for services to the beach in summer, there were plenty of toastrack trams to shift the sudden crowds after the last race or when cool winds convinced the swimmers to get dressed and head for the trams.

We plan to run some trams from other cities as well to add to the mix for the day.

Entry is \$18 for adults, \$12 Seniors & concession card holders, \$10 for school children, \$46 family ticket (2 adults, 2 kids), with pre-schoolers free.

The museum is located at the intersection of Pitt St and Rawson Avenue at Loftus.

www.sydneytramwaymuseum.com.au

End of year dinner

30 November

Simon Craig

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

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

The menu caters for seafood and non-seafood lovers alike, with a \$40 per head charge for an entree and a main—dessert and coffee is extra.

Drinks will be ordered and paid for on the spot - we will not be running a tab for drinks.

Stonebar Brasserie is located in Meadowbank, at the end of Bowden St, directly opposite the Sydney Ferries wharf.

Anne Cosier is collecting funds and there are limited places left, so if you would like to book a spot at this event, you'll need to pay upfront, as deposits are not being taken.

Contact Anne on 9456 1697

The dinner kicks off from 6:30pm.



Pugs aplenty up north

Simon Craig

Hello everyone. I have the pleasure of bringing this issue to you from the late Autumn climate in Scandinavia.

Yes that's right, I'm on holidays again and I've flown to Hamburg in Germany via Dubai, before hiring a car and heading north into Denmark, Norway and Sweden with some friends.

At the time of writing this I'm yet to enter Sweden, but I've had a blast checking out Dubai, Hamburg, Denmark and Norway.

Dubai was hot and ostentatious, Hamburg was a beautiful city and Denmark is the country of my childhood dreams: Legoland in Billund.

I managed to visit Legoland a few days before they closed until Easter 2014, so that was lucky.

I can happily report that Denmark and Norway is awash with pugs, with wagons being

the main car of choice and the 406 wagon being the number one pug spotted on this trip, closely followed by the 307 wagon and

the 508 wagon, which are all in plentiful supply on the roads.

By far the most beautiful scenery on this trip is in Norway, with its fjords, trees, bridges and tunnels. Alas the same can not be said for its weather, but that is the way of things in late Autumn in Europe.

As I'm writing this, from my laptop keyboard at the delightful Soul Hotell in Noresund, Norway, I can't help thinking how lucky I am to be able to still produce a Pugilist for you all to read, with great help from the rest of the writing team: Peter Wilson, who puts in many a late night at his keyboard too.

Laptops, internet and modern technology can make difficult tasks much easier to achieve, even from the other side of the world.

Volunteers make this great club operate pretty smoothly. Are you able to lend a hand too?



Member milestones

Jon Marsh

10 Years

Colin Maras Mona Vale

Greg Stewart Port Kembla

Tony Langshaw Leichhardt

Cameron Bailey Putney

John Baker Asquith

Col Pidgeon Wattamondara

20 Years

Rob Oakman Claremont Meadows

Anton Okorn Glenbrook

John Baird Corrimal

Yuting Wan Lane Cove

John Hinton Miranda

Merla Wood Windsor Downs

30 Year

Chris Deligny Beacon Hill

Wally Best Elizabeth Park (SA)

IT'S BEEN A while since my last update, so there are quite a few awards to announce this month.

For the enlightenment of newer Club members, these badges are awarded after 10, 20, 30 and 40 years continuous membership.

If you think you are entitled to a badge but haven't received it, please email me at jon-marsh49@gmail.com so we can check out your membership history.

Club diary

Wed, 6 November

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

9-10 November

Victorian Worm Weekend

Sun, 10 November

NSW Motorkhana, round 6, Ansell Park.

Sun, 10 November

Sydney Tramway Museum, Loftus.

Tue, 12 November

OASIS Run — St Albans and the Settlers Arms Inn.

Wed 13 November

Committee Meeting, Parramatta Workers, 8pm.

Sat, 30 November

End of year dinner. Stonebar, Meadowbank.

OASIS

Tuesday
12 November

Reg Short

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

November's OASIS Run (on the second Tuesday in November) will be to the Settlers Arms Hotel at St Albans.

We will meet for coffee at McDonald's Vineyard (251 Windsor Rd) for a 10:30am departure.

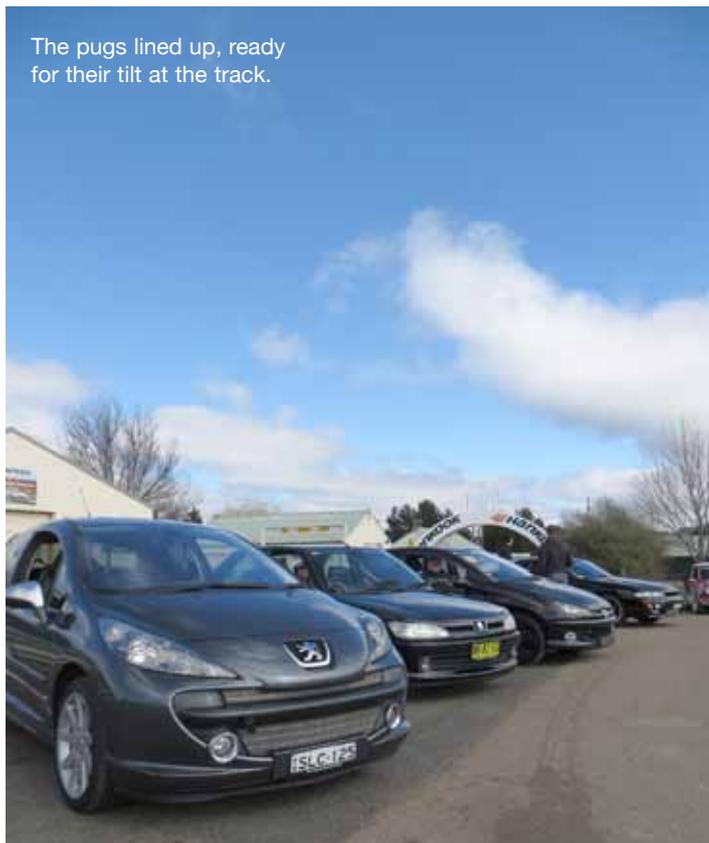
The run to St Albans will take us to Wisemans Ferry for a trip across the punt and on to the township of St Albans.

Lunch will be at the picturesque and historic Settlers Arms Hotel.

www.settlersarms.com.au.

Darn it, I missed the pit

The pugs lined up, ready for their tilt at the track.



Helen Louran

EVERYBODY HAD smiles on their faces, and we were very happy so it was well worth the four-year wait (for some of us) for our family track day at Wakefield Park.

The day, organised by the HSRCA on August 25, ran like clockwork, with a lot of runs on the track, starting with 10-minute sessions, later longer sessions and towards the end of the day shorter runs.

Towards the end, we all got faster, and better as we normally do. Even Peter Lubrano commented about that.

It was a bit chilly when we arrived – hey, it’s Goulburn! – so we settled into our garages/carpools, and chatted while the scrutineers checked our cars, but it warmed up later.

We had 60 entrants with a lovely vast array of cars – open wheelers, race cars, specials, etc ... but hey, it’s Wakefield. The nine French included two

Renaults, two Citroëns and five Pugs, being Neale and myself (206 GTi 180), Col and Scott Spencer (306 GTi-6), and Simon Craig (207 GTi).

When we registered we were split into four groups according to speed and experience.

Peter Finlay, who runs the Peter Finlay Driving School, led us on the track walk and recalled doing some driver training for our club at Oran Park.

That day back in 2004 Peter could not get over the number of diesels fielded. The 206 GTi180 had just come out and the trainers lost no time in borrowing one of the hot demonstrators a Peugeot dealer had brought to show off some skid pan tricks.

With all the cars to choose from, including Andrew Collier’s Renault 5 Turbo 2 Special, one of the instructors borrowed Simon’s 207 GTi and took him as a passenger to lead us on a drive around the track.

Perhaps because of this, or because he has always been a pretty fast and exceptionally smooth driver, Simon proved too hard for Neale to catch.

On our familiarising lap, we noticed how easy it was to miss the pit, which is a sharp left from the last corner to the straight. Later some of us missed the pit. Yes, sorry, I did twice, Peter Lubrano reminded me.

We had a lot of fun and no real misfortunes. However, just before we broke for lunch, Cameron McGrath, from the Citroën Car Club lost his video cam from his C4 VTS. It was retrieved from the track and looked great when re played and funny when it “sizzled out”.

I spent time chasing Cameron McGrath and Scottie Spencer did well as he gained confidence.

Just after lunch, Simon’s car suffered a mysterious engine light on the dash and despite promising to be expensive after entering a “limp” mode on the track, his car made it home on full power. Gremlins!

Thanks to our helpful and well-organised hosts and to the volunteers who did all the marshalling, in particular Richard Cardew, Peter Lubrano, Wes Dayton, Graham Henshaw, Mark Alchin, Peter Finlay, Dave Medley, Dave Williamson and Dave Ellis.



David McBean turned up for a look in his 203C.

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Of course it wasn't just a day for Pugs and Cits



Cameron's 2005 C4 VTS lines up with Neale's GTi180



Jason Hantos' Xantia Activa CT Turbo resting in the background.



Scott Spencer about to hit the track under the watchful gaze of father Colin.

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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. This year's in Wadonga, Victoria, whereas Boonah, QLD will host next year's venue.

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

Your benefits

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

**Inquiries 02 9456 1697
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- Bargain rate conditional registration (club plates) to drive collectors' unmodified 30-plus-year-old Pugs to club and special events with notification to the registrar.

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

Our alliances

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

How to join

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

The Pugilist

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- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 28 November.

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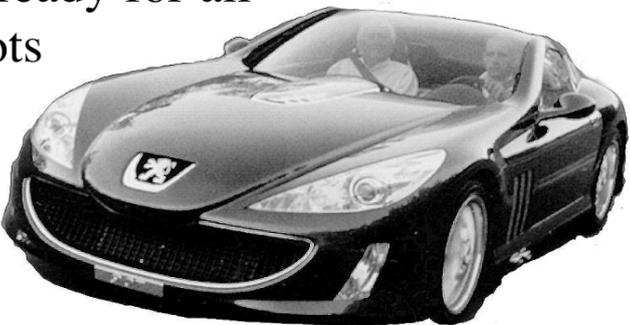
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Shake-up in the Lion's den

Peter Wilson

CHRISTMAS HAS COME early for Peugeot bargain shoppers with the Australian distributor rolling out some generous special offers as part of its recovery plan.

The price blitz, backed with a modest TV campaign, is an early move to boost the year-end sales tally as yet another new model, its small SUV, the 2008, makes its debut here.

Although Peugeot saw an improved result in September in the wake of the federal election, its 385 sales the best month since June, it was down 11 per cent on the previous September's 436 units and well behind Renault's 651.

With the year-to-date tally of 3,413 units being well behind the 4,078 for the same period last year and the prospect of finishing the year below target, it was time for serious action on prices.

In previous sales, Peugeot has offered high value packaging of model special editions – such as the 207 Sportium – when a model is coming up for replacement.

This time, among packages available until the end of the year, the 308 Allure gets the limited

same period in 2012.

The Peugeot 4008 has overtaken the 308 as sales leader, the doubling of its registrations this year reflecting the huge growth of SUV demand. Official VFACTS figures show SUV sales are up 8.9 per cent in the year to September and the 4008 is in the small SUV category that has shown 19.6 per cent year-to-date growth.

The 4008 in the sale is the two-wheel-drive Active kitted out with a 2.0-litre petrol engine, manual gears and 16 inch alloys at \$28,900 driveaway.

Peugeot's other Mitsubishi-based SUV, the medium category 4007, is priced \$7,000 off at \$39,990 as a seven-seater with the Peugeot 2.2-litre HDi auto, 18 inch alloys and leather.

Paris had high hopes for both the 4007 and the 4008 but the results have been disappointing, except for the 4008 in Australia. Sales of the 4007 peaked at 13,700 units globally in 2008, far short of the target of 30,000.

In the first half of this year, global sales of the 4007 fell to 660 units and the 4008 made 4,170 units, the company reported. Peugeot does better internationally with its own crossovers, the



New 308: GTi version spied in testing.

has been a slow seller in the light commercial category dominated by the Toyota Hiace and the Hyundai i-Load, but it has outlasted its locally discontinued clone, the Citroën Dispatch.

Meanwhile, the 2008 was launched in Canberra last month and a new helmsman was in charge, Citroën chief John Startari in the newly created role of Sime Darby Distribution general manager.

In an internal review, the company questioned the need for two general managers; Peugeot's Bill Gillespie drew the short straw and quit to leave Mr Startari in charge of both brands' teams and reporting to new Australasian chief Pat McKenna.

Mr Gillespie originally joined Peugeot Automobiles Australia as national sales manager 18 months ago and replaced Ken Thomas as chief in May 2012; late last year he was also handling the marketing role.

He brought his enthusiasm for motor racing to the brand and arranged for the pair of hot RCZs to race at Bathurst. Club members met him on Redex Rerun occasions.

Mr Startari, who joined Sime Darby to head Citroën when it took on the brand in February, acknowledged the work Mr Gillespie and his team had put into negotiations with France to line up a range of new models and in preparing a turn-around plan for the marque.

"Next year with the new 308 in the back half of the year, we believe we will start to build again with what Bill has put in place with the products that we will have, and that will yield steady growth in the foreseeable future," he told GoAuto News.

"With the 2008, given it's a new segment, we're estimating on taking about 10 per cent share of a segment that should do about 500 units per month, so that's about 50 units per month."

The 2008 is a subcompact based on the 208 light hatch and should begin well with an aggressive starting price of \$21,990 — which is less than the \$23,490 for the Holden Trax. However, competition will hot up as Renault and later Hyundai, Kia and Toyota plan to bring in their new entries.

Peugeot rumblings are that the hybrids, the Malaysian 408 and the Czech 108 may not eventuate and that the Partner will go.

Before Citroën, Mr Startari was managing director of Proton Cars Australia for 10 years and for five years also led its Lotus offshoot. He had a Peugeot link very early in his career when he was service manager of the Bankstown Motor Group from 1992 to 1997.



Peugeot Sensations: 308 Allure on sale now.

edition treatment. The 1.6-litre petrol six-speed auto has been optioned up with metallic paint, 17 inch alloys, leather seats and five-year warranty for a driveaway price of \$29,990, the equivalent of \$5,000 off.

This and enhances the appeal of the 308 until its replacement, called the New 308 in Paris and boasting a new platform, is available in right hand drive, in the UK in the new year and months later in Australia.

The three-oh series. Peugeot's volume seller here since the 306 in the 1990s, has been eclipsed and this year sales are down 40 per cent on the

3008 with a first half 73,660 and the 2008 with 17,560, while its top model remains the rising star 208 hatch (178,830).

Sales of the 508 have slumped 40 per cent locally and keen pricing of the Allure 2.0-litre HDi auto with metallic paint, leather trim and 17 inch alloys at \$42,990 is aimed to give its registrations a good nudge.

Rounding off the sale is the Expert van at \$8,000 off, about \$37,400 in Sydney. It has a 2.0 litre HDi engine with choices of auto or manual and 2.9 per cent finance.

Introduced here five years ago, the Expert

Cameron Corner



Toona Gate Rd Dog Fence

Neville Summerill of Bombala organised a trip from Balranald to Cameron Corner to Wagga Wagga in August. Prepare yourself a drink, sit down, relax, get comfortable and enjoy Neville's latest Outback adventure.

Neville Summerill

I DECIDED A QUICK TRIP to corner country of New South Wales was in order, so the trusty 505 (that cost me \$100) was fired up for the run. It has now done over 75,000km since I bought her; no problems so far, only service. This is definitely the last model of the true Peugeots.

On Saturday 25 August I stayed in Wagga Wagga with Allen Parker, another Peugeot fanatic.

Sunday: Balranald via Lockhart

I travelled to Balranald via Lockhart, Urana and Deniliquin to the Balranald Motor Inn. Here I met up with companions Ean McMaster of Bathurst and his daughter Carol of Wagga Wagga, who were travelling in a 404 ute. In the end we had just two vehicles for the tour after many cancellations; never mind, their loss is our gain.

Monday

Not a good start as both Tom Burchill and I left our medications in Wagga and the tent I planned to use was returned to me minus the poles. So a dash to Wagga today, whilst Ean and Carol did a tour of Mungo National Park. To Wagga and back in a day is a fair hike for an old fellow, but I arrived back in Balranald in daylight.

Tuesday: Balranald to Menindee Lakes

We had a small change of plans today. We took a different route to Mungo National Park, through Piaka Station, a very old property on a peninsula surrounded by a large lake; a very beautiful setting.

I was told Mungo National Park was not worth a visit. How true — much over-rated with a lot of taxpayers' money wasted and to top it off infested with fire weed. If this gets into the wheat belt it will cause untold damage.

Lunch was by the Darling River at Pooncarie, where the old wharf was. On the way in we viewed the Peugeot 203 up the pole advertising the Pooncarie garage of years ago.

We crossed the Darling to travel up the west side on the old Pooncarie to Menindee Road, this way we came up through the large lake systems on Kinchega National Park for an inspection of the old woolshed and the biggest steam engine I have seen: it is massive.

We also got our camping fees paid. We took a detour around Emu Lake and then followed along the banks of the Darling River looking for our campsite with a toilet. The loo had a fair lean on it, but was ok.

The camp site was a beautiful part of the river, snaking and twisting on its course. It was so peaceful sitting up at 2am unable to sleep, as my tent was not comfortable.

It was sort of erected minus the bows — propped up with some sticks. I bet the person I lent it to has hot ears. Never mind, we coped.

It was absolutely dead quiet, nothing like it was 150 years ago when paddle steamers plied this river, making it the third busiest waterway in Australia. The river is only a shadow of its former

self, but if you listen hard enough the swish of the paddle wheels and the whistle may be heard from the past.

In the morning the only problem we had was when Ean's 404 ute picked up some fence wire, wrapping it around the back axle. Lucky no damage was done. There's many kilometres of new fencing being erected throughout this whole trip, all ringlock and star pickets.

Wednesday: Menindee to Kallara Station

Fuel here is the same price as at Bombala: \$1.70 per litre, even though they are a lot further from the supply.

In Menindee we located a 404 ute in the wrecking yard and it was fairly complete and restorable. Moving on, we visited the weir on Lake Menindee and where the Indian Pacific railway crosses. Seems to be that the lakes everywhere are all full with a lot of bird life.

We travelled up the north-west side of the Darling River, passing a string of lakes for much of the trip, arriving at Wilcannia for lunch in the park.

Somewhere along the way Ean met up with someone who suggested we call at Miss Barrett's Coffee and Cake Shop and tell them the man in the black hat sent us.

It so happens his brother runs the shop — good coffee it is too — certainly worth a visit.

This town was known as the Queen City of the West. Wilcannia seems much cleaner than when I was last there. The remains of the wharf were washed away in the last flood, the park the Aboriginals made and keep looks good, a new bakery is to start up soon and a new caravan park has opened just out of town. There's one existing one plus two motels, so there is plenty of accommodation available here.

It is worth a visit as the town boasts some lovely architecture with sandstone buildings brought in by paddle steamers from elsewhere. Wilcannia is also the home of Reschs Brewery, way back in 1890.

Wilcannia was the third busiest port in Australia from 1850 until the 1920s, when paddle steamer trade flourished for over 70 years with up to 90 steamers delivering the goods to the vast outback and taking mainly wool south for sale.

Some barges carried up to 1,850 bales aboard. Unlike today, there would have been congestion;



Darling River campsite at Kinchega National Park



Neville was heard to cry "Bloody Laurie" whenever it was time to pitch his tent.

the town had 13 pubs and a population of 3,000 people. In 1887, 218 steamers and their barges unloaded 36,170 tons and 222 loaded wool and other produce weighing 26,552 tons.

From Wilcannia we progressed further north up the Darling on the south-east side through the Paroo Darling National Park, stopped at Wilga camping ground for a cuppa, quite a good setup, then on to the Tilpa pub for refreshments before heading out to Kallara Station resort overnight, with a very good camping ground with all facilities.

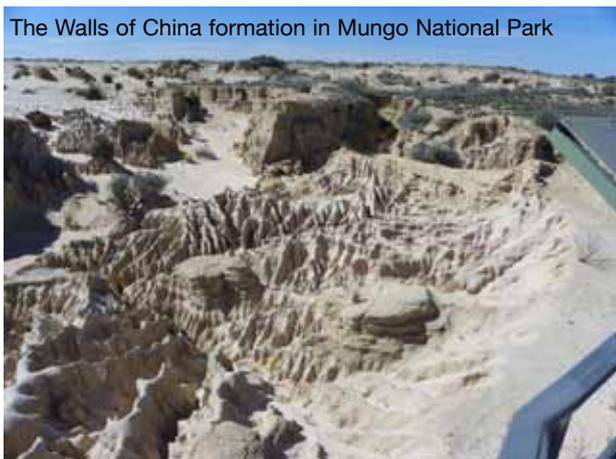
You never know what you will encounter in the outback, for in charge here were a couple of Irish backpackers (lovely there were too), and in the pub at Tilpa another one on a three month visa. This must be such a contrast coming from Ireland to our dry outback, but they love the country.

This time the big fireplace was not alight, so I did not fall into it like I did the last time a couple of years ago.

Thursday: Tilpa to Tibooburra

After a good night's rest, we venture north from Tilpa through pastoral properties, again there's kilometres of new fences of the same construction as earlier. A lot of emus around but no chicks – maybe a dry spring coming up. There's quite a lot of 'roos and lizards sunning on the road. Many shades of colour from black through to almost light cream; frill neck, I think.

Coming into Wanaaring we encounter wind and dust. The Paroo River has a good flow. We had lunch at the store cum café — the best coffee and ham, cheese and pineapple sandwich of the whole trip. Fuel at \$1.97 per litre.



The Walls of China formation in Mungo National Park

We met the mailman who travels 5,000km each week delivering mail to outlying properties, covering a huge area.

Heading west to Tibooburra we encountered strong winds and dust storms. At times it was difficult to see the vehicle ahead; we had this for almost 200km. It was quite an uncomfortable run.



The opal mine tour

So far the roads have been good. On reaching Mount Wood we inspected the Outdoor Pastoral Museum in the Sturt National Park. It's disappointing, as most of the old steam engines with the history have gone.

We arrived at Tibooburra look-out after a short walk (well worth the effort) then had a look at the old gold fields. It was quite surprising as there is no diggings – all alluvial gold, found in amongst the large granite tors (or rocks). With the wind I thought my tent would blow away, so we got a motel room for the next two nights. Surprisingly, we were the only ones there. Many big caravans – I mean BIG – were parked and all looked new; virtually no one camping, not many grey nomads this time. We seldom met any vehicles on the roads.

We dined at the Family Hotel, the one with the family murals painted on the walls. It

was another good meal and refreshments with the locals and a good night.

Myself, I like the town and could possibly live there, but I have one problem: I get bushed every time I have been there as all the directions seem all very wrong and confusing.

Friday: Tibooburra-Cameron Corner-Tibooburra

We headed out to Cameron Corner in the morning, in a sort of figure eight, up through Tooma Gate into Queensland, then south-west to the Corner. Just after leaving Tibooburra going north we were travelling at 80km/h and was passed by a Yamaha four wheeler, it would have been doing at least 100km/h — the rider carrying his helmet in his lap. What a clown. I have a bike like it but I can assure you it does not travel any where as fast. I thought we would pick him up ahead, but no, did not see him again.

Through Tooma Gate the track faded into two wheel tracks, but a very good surface. The main thing was to avoid the emus and the 'roos.

We turned left at Naryilco – Cameron Corner Road and it was cuppa time and more of Tom's lovely fruit cake.

It was starting to warm up as we reached the Corner and surprisingly there are only three grey nomads there — quietest I have seen it.

We had a photo shoot with the corner post, then on to the corner store cum pub for refresh-

ments (squash) and chat with the patrons. This resulted in quite a discussion on why we tour the outback in old Peugeots, so we told them the history of the \$100 bill (my 505), many questions asked and answered. They were intrigued with the reliability of the marque, but how do we get parts out here? Answer: do not require any.

After an enjoyable break there, we started on the way back to Tibooburra via what is called the Middle Road, a 4WD track that will take us home past Lake Pinaroo, a large body of fresh water three parts full, a great setting. It would make a great camping area, but "no camping".

In 2005 it was empty. This time all lakes up here seem to have plenty of water in them. It was a great surfaced road for 48km, then we had a 14km back track to get onto the Olive Downs Loop Road. The road then deteriorates to become the roughest we encountered but the views from the lookout over the Jump Ups was fantastic.

Tibooburra is a very friendly place with a massive amount of history, with its golden days, the pastoral industry, and still seems to be surviving ok. Back in the olden days there were pubs

and stores all over the corner country; now just memories and fuel up for our departure tomorrow. Fuel is \$1.75 per litre.

We visited the old Central pub — now a museum — owned by an elderly gentleman who is full of praise for the area and very informative. He has been collecting for a long time. We visited the National Park office to view the original Corner Post — not very big, about the size of a normal fence post. Information was limited as the office was unattended, as was the museum next door.

Saturday: Tibooburra to White Cliffs

Southwards to Milparinka, the remains of a bustling town in the gold rush days. Now only the restored court house and police lock-up, a couple of homes and the pub closed and neglected. Rumour has it that it will open again soon, but I fail to see why. We had a cuppa at Cobham Lake at the site of Elisa Kennedy's grave. The lakes here are also full. Cobham has salt over the road. Green Lake is fresh and has a green tinge — hence the name. We turned left off the Silver City Highway for White Cliffs, arriving about lunchtime.

I enjoyed a nice sausage sandwich at the opal festival at the local hall. There is no doubt that opals come in many colours and some of the jewellery is magnificent. I did not see any bargains, though. A tour of the diggings, all three hills and I was quite amazed that there is a lot of machinery. Old trucks have gone — I suppose they would have been a good source of parts for restorers. There's even an old 404 sitting on the bank at one digging.

Not many families live here now. I think the businesses that serve the communities are the richest here. We found an underground coffee cum opal showroom, which was the start of our opal mine tour deep underground.

It's all quite mechanised with small diggers and loaders, small backhoe type machines, electric winches to haul up the residue to the surface, then it is a case of down on hands and knees looking for the minute elusive gems.

The miners remove the top layer of clay, then in the next layer, which is softer and about four inches thick, is where hopefully they find the opals in the small layer, in what is called a pineapple. If it is in a whole condition, it is their bonanza. Not for me though, a hard life in a harsh place in all the white heaps of over-burden. No gems there. The whole opal field would cover a couple of hundred acres.

That night we slept in an underground motel — a unique experience. Now I know how rabbits live, deep underground. There were 35 dugouts (or rooms) hacked out of the earth. The temperature is 21 degrees all year round and is so quiet, you really seem to be cut off from the outside world. But I had a great sleep, so much so I missed the sunrise — a must do if ever you are there. The meal the previous night was a pizza and pasta. As much as you can eat from a wood fired oven — one of the better meals we had. Breakfast was continental type.

Sunday 1 Sept: White Cliffs to Hillston

It was quite warm in the morning. We had a sealed road for the next 150km, a good run through to Wilcannia, where again we sampled Miss Barrett's coffee and cake. I recommend it.

We fuelled up at the BP depot where it is quite a bit cheaper. After a quick look around the town we found an old Scammell truck in a back yard — a fairly rare beast — but the Leyland Comet has

disappeared, gone to a restorer no doubt.

We had a very good run through to Ivanhoe for lunch in the park. Again the town seems to have been cleaned up, the camping ground and garage have undergone a dramatic change and it looks good. Last time it was derelict.

Before leaving we visited the gaol and the railway station on the Indian Pacific line. The security here is not very high. From here Ean led as he is familiar with this area. We had a running commentary on the life on the vast plains.

We crossed disused rail lines leading out to the distance, I know not where. There are tracks leading off to stations and farms. Still the vast plains, not a hill in sight. I reckon you could travel a day out here and not see a hill or a rise.

Before we arrived at Hillston we saw cotton bales in paddocks all stacked in a six load for a semitrailer to cart the cotton to a gin just outside Hay, where there were great lines of bales waiting to be processed.

Ean gave us a tour of Hillston, where he lived a few years ago. Hillston looks lovely with the face-lift over the past couple of years. Here is another quiet town on the Lachlan River. It seems to have all the services that you would find in a country town. We camped at a cottage on the McMaster's wheat farm between Hillston and Hay. We dined with hosts Bruce and Ellen at the homestead — very enjoyable.

Monday: Hillston to Hay

In the morning we were taken on a tour of the farm. It's 10,000 acres growing mainly wheat that looks to be a good harvest. No ploughing. All minimal till, spray then sow direct drill. The air seeder is capable of doing this job, which 30 years ago would have been done by twenty tractors. Machinery these days is very large.

There are probably 20 large silos on the farm to hold some of the crop. The amount of machinery needed to farm on this scale was an eye opener for me. I thanked the family for this tour.

Moving on we travelled through back roads and eventually reached Hay on the Murrumbidgee River. The first stop was the local bakery for lunch, then a conducted tour of the town, a visit to the former gaol that is now a museum, where there is quite a good display.

From there we dropped into the Shearers Hall of Fame (Shear Outback), another great display. Whist there we watched sheep being shorn, nothing new for me, but chemical shearing came up and we were shown the nets that are put on to collect the fleece after the chemical has broken

the fibre. I could not see how you could get the net on a sheep, it seem too small to stretch that far; may fit a very small dog size, but the shearer who contracts this procedure says it takes 37 seconds to fit and 10 to remove when the wool is ready to come off. I would like to see it done.

We were camping again that night, so I have to try to erect my tent without the poles, then after dinner we ventured up to the pub and met with a couple nearing the end of their around Australia trip. I could relate to the places they went to — very near to the route of Hank's trip in 2007 and it was an enjoyable conversation.

Tuesday: Hay to Wagga Wagga

This was our last leg of the trip. We travelled to Darlington Point by way of the River Road, passing through Carrathool, a very small village with a brand new pub built out of corrugated iron. It looks nice too. The old one was burnt down. Not much else there.

On to Darlington Point on the Murrumbidgee River, another port for the paddle steamers of old, which is quite a nice setting. We then progressed to Griffith, passing on the way a used machinery yard with mostly older tractors and machinery, like we used at home. What a change!

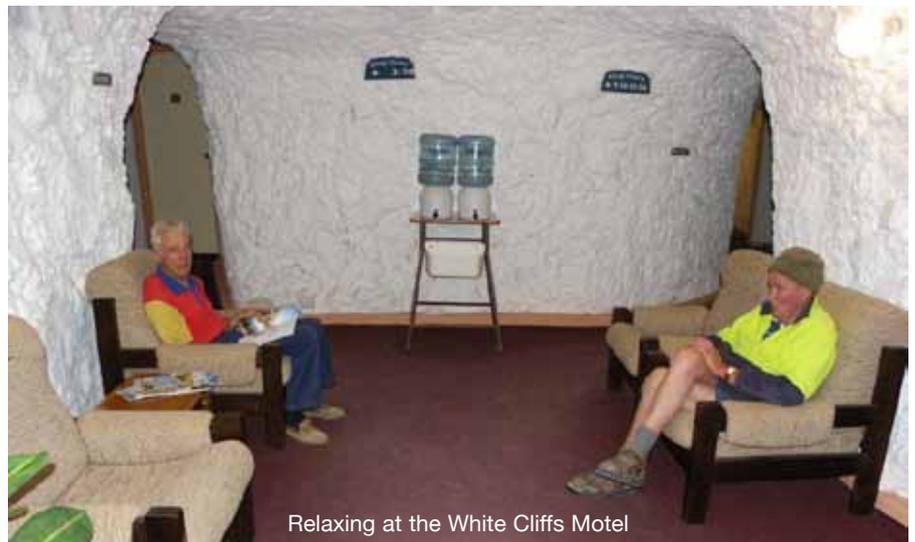
In Griffith we visited a private home to view a car collection with a Chenard Walker — about 1927 or so — a couple of Jaguars and an Austin 1800. Unfortunately, the owner was away but his wife showed us about.

The next stop was the Harley Davidson dealer where we met Ean's other daughter who runs the shop. It is a big dealership selling motor bikes, four wheelers and bicycles.

From there we inspect a 505 Turbo Diesel in the process of restoration and Con's ex 505 Diesel was keeping it company. Then up the street to Bertoldo's baker cum ice cream parlour where I had the best salad roll since the ones at the Mudgee National Rally. And to top it off definitely the best rum and raisin and boysenberry ice cream, a must if you visit Griffith.

Ean led us in a round about way to Narrandera, through Grong Grong, turned right for Matong for a nice drive along the Murrumbidgee River to Wagga Wagga and the end of the short trip.

I was happy with the whole trip and I think everyone enjoyed it. One never tires of the Corner Country, it is such a beautiful place. No doubt there will be more trips there, maybe next year. My car used 480 litres over the 5,000km trip, or 10.38 l/100km. It used no oil and gave no problems.



Relaxing at the White Cliffs Motel

2014 Pug Pageant



Nearby Lake Wyaralong

The 2014 Pageant will be held at The Outlook Conference Centre in Boonah, QLD, during Easter 2014—from 18-21 April.

Kay Marken

THE PCQ PAGEANT Committee are very happy with their arrangements for the 2014 Pageant.

Our intention is to provide everything needed for a Pageant in one place as much as possible, to retain the friendships and camaraderie developed over many years. We also determined to do this at a reasonable price. With motels in other areas refusing to hold sufficient rooms for us, we were glad to find this site, which means no-one should miss out. Of course, we realize not everyone will want to stay in the shared accommodation, and there are two motels within five minutes that should be able to provide those participants with their accommodation needs.

A few facts about the accommodation at The Outlook

If you saw the 2013 Pageant presentation you would already know that every unit has parking (some undercover), tea and coffee facilities, fridge (some have a cold room), laundry facilities, hand car wash facilities, BBQ and deck, bathrooms and toilets, some have handicap facilities and some have A/C and many have kitchens that you can also use.

There are different unit configurations, and when people send in their replies re attending the 2014 Pageant we hope they will look at the unit diagrams and indicate their accommodation

preferences within The Outlook complex, which must be booked through our committee, or at one of the nearby motels.

Units 1 and 3 have two accommodation wings. At one end is a separate self-contained “flat” with three bedrooms, which can be used for a total of 3, 4 or 5 occupants, who share a bathroom and separate toilet.

At the other end there are five bedrooms, one of which is a family unit to sleep three with their own bathroom.

Unit 2 is similar to units 1 and 3, except that the separate self-contained “flat” has two bedrooms and a much larger wheelchair-friendly bathroom.

Unit 6 is a basic 3 bed Queenslander with one bathroom, separate toilet, kitchen, lounge and dining room.

Unit 4 is a five bedroom house, with three bedrooms sharing one bathroom and separate toilet at one end, and two larger wheelchair-size bedrooms at the other end, with an extra large wheelchair-accessible bathroom.

Unit 7 is the newest, with ten bedrooms with a total of 8 showers and 8 toilets. This all means that we can accommodate 44 people if we only have only one person in each double room, and 77 people if couples are sharing a bedroom as they would in normal life. Of course, single participants would not be allocated a shared room unless they ask.

There are 21 bathrooms in these accommodation units which average at 2 sharing with minimum occupancy and 3.5 sharing if maximum.

We anticipate that we will not be at maximum, as some participants have already expressed the wish to stay with friends or at a motel.

So what do you do now?

The Queensland Club is handling all the accommodation bookings for the Outlook through the registration forms for the Pageant. If you want to attend but cannot or don't wish to use the shared accommodation we have pre-booked at The Outlook, we suggest you book at one of the motels. We will certainly adjust your accommodation factor in the Pageant fees the fairest we can.

The Boonah Valley Motel is closest, and it is very nicely set out.

The Boonah Motel is just a bit further down the road.

Your Pageant fee will include your accommodation (unlike previous pageants) and this is part of the reason we booked the complex and this is on the registration form. And also a reminder, if you want to stay Thursday night before the Pageant or Monday night after the Pageant, this is also available at The Outlook, for a small additional fee as charged by The Outlook.

The Pageant Committee hopes to see you in Queensland in 2014 PCQ Pageant Committee

For more info and forms, see:

www.peugeotclub.asn.au/pageant.html

Henry never sold any Pugs

DR HENRY SWAN became enthusiastic about Peugeots when he bought a 1973 504 from Collins Motors in Broadway.

On his first trip to Adelaide the comfort, ride and effortless fast cruising was a revelation after a Valiant and an ailing Marina, according to his son Robert.

Henry, who died in early December aged 86, joined the club when he heard about it in December 1977, and but was never a very active member in the next 35 years.

He worked in public health, in Ireland where he was born and trained, in Rhodesia, Newcastle, Bathurst and Sydney, and when he retired was running a hospital at Waterfall.

Robert said Henry bought his first French car, a Renault, in Rhodesia. He wasn't impressed by the Peugeot 403 and passed on a Citroën even though a salesman pumped up the suspension and drove him along a dry creekbed; the Mercedes salesman was not happy when Henry insisted on being driven along the same creekbed.

Henry “didn't buy many Peugeots; he never sold any”, Robert said. “The '73 504 is still quietly

mouldering away in the yard. The '79 604 is looking and going well, having been resprayed a few years ago, and has had a more recent upgrade to fuel injection. Other Pugs have been given away to family members.”

The club's 604 registrar, Steve Palocz, recalled that Henry would ring him at times to discuss repairs to the 604, though Robert, then a mechanic, did most of the work on the cars through the years.

The last car Henry regularly drove himself was the 505 GTi that Robert now drives.

Henry stopped driving in 2004 with vision failing. Robert happily became his chauffeur, driving Henry to post-retirement appointments where he made medical examinations of refugees and other people.

He also read to his father articles from The Pugilist.

“It won't be the same without him, but I will remember him in many ways – certainly while I'm driving these cars in the years to come,” said Robert, who plans to also be a “never very active club member”.

Peugeot rules out 108 for Oz

PEUGEOT'S diminutive 108 hatch is a non-starter for Australia, says the importer's General Manager/Director, John Startari.

“At this stage that's not part of our long-range product [plan] for Australia,” Startari told motoring.com.au at the launch of the new 2008 earlier this week.

“If you look at that segment in this market, as well, it's a very price-sensitive market... I don't think that's where Peugeot needs to be...”

Previously, it had been speculated that the 108, the replacement for the Toyota Aygo-based 107, was earmarked for Australia, but Startari's comments put paid to that.

The outlook for the 408, a sedan based on the 308, is marginally stronger, but still not a lay-down misere for the local market. Developed originally for the Chinese market, the car is also being built in Malaysia, providing the strongest prospect yet that we'll see the car here.

“We're conducting studies at the moment; we have one unit in the country,” Startari replied. “We're conducting clinics and we'll make a decision post the results of [those clinics].”

— from www.motoring.com.au

Pug hotties we missed

Peugeot 205 DTurbo

Engine: 1.8-litre turbodiesel

Power/torque: 60kW/157Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 12.2 seconds

Top speed: 175km/h

Years produced: 1991-96



HOT HATCH pioneers don't come much more influential than the Peugeot 205 DTurbo. This rapid diesel-engined super-mini was launched back in 1991, and set the template for the fast and frugal pocket rockets we know and love today.



On paper, the 205's performance figures look a little feeble – especially by modern standards – but in the real world it gave more powerful petrol models a real run for their money. With a healthy 157Nm of torque and a kerb weight of just 954kg, the DTurbo delivered muscular mid-range acceleration, and could breeze past slower traffic without breaking sweat.

As with other quick Peugeots, this 205 was great to drive, with sharp steering, balanced handling and compact dimensions all helping deliver brilliant agility. Yet when you didn't want to have fun, the combination of supple ride, tall gearing and 50mpg fuel returns made the DTurbo a relaxing long-distance cruiser.

Elsewhere it was standard 205, which meant neat styling and a remarkably roomy interior. In fact, the only clues to the car's hot hatch status was the discreet DTurbo badge on the tailgate, while inside it benefited from the same figure-hugging sports seats as the GTi.

• The DTurbo was too small to interest the Australian rural buyers who were enjoying the long range of the 505 diesels.

Peugeot 605 SV24

Engine: 3.0-litre V6 petrol

Power/torque: 147kW/260Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 8.6 seconds

Top speed: 221km/h

Years produced: 1990-95

of Peugeot shock.

After owning eight Peugeots over 20 years and working on some, I thought I was reasonably familiar with the brand.

Travelling in a Citroën taxi through the afternoon traffic jam to get to a train to Reims, I saw some Peugeots like the models I knew and untold numbers of unfamiliar cars bearing the familiar Lion badges.

Small Pugs that I had never heard of were queuing at lights and zipping along streets.

It was very different from my Peugeot experiences with two 203s, two 403s, three 404s and my first 504.

These left-hand drivers were Pugs that never made it down under, including hatches such as the 104, compact sedans like the 204, 304 and 305, and the sleek new 505 sedans and wagons. Even the luxurious 604s – it was a couple of years after their release and the next day I scored a ride in one owned by the Lanson champagne family.

Many of the Pugs were diesels, even little cars, while we were only starting to see diesel versions of the 504 in Australia.

Australian imports were then Buttoned up with tariffs in the drive to encourage and protect local assembly. Australian design rules were another add-on cost that discouraged niche imports.

It meant New Zealand was getting Peugeot

THE 605 isn't the first high-performance Peugeot that springs to mind. With its comfortable cabin and supple ride, the nineties four-door flagship was always a sensible rather than a sporty choice.

It was introduced in 1989 to rival executive cars like the Ford Granada and Vauxhall Carlton, with a sleek body designed by Pininfarina. Yet despite its spacious interior and raft of standard kit, the car struggled to make an impact.

So in 1991, Peugeot shook up the 605's sober-suited image by unleashing the SV24. Although it



models that did not make it here unless they were privately imported years later.

Fast forward to the present and the situation is very different. Much more of the present Peugeot range is available in Australia, including a couple of commercial models, and it's more up-to-date.

We don't wait years for the release of new models. Remember how long it took for the 604 to reach Australia? These days there are no international motor shows to align releases with and new Peugeots usually turn up in the quarter after they go on sale on France.

The recent launch of the Peugeot 208 GTi produced a welter of nostalgia as the credentials of the new hot hatch were compared with the 205 GTi, the model that was a winner for Automobiles Peugeot when it was struggling with the debt from its acquisitions from Chrysler.

For the UK launch, AutoExpress magazine produced a collector's issue devoted to fast Peugeots, nominating 20 classic hot Pugs from down the years and recalling Peugeot's eclectic history in motor racing.

The list was a reminder of the gaps in our Pug history. It included cars that have sold here, including the 406 V6 Coupé, the 505 GTi, the 206 GTi, the 405 Mi16, the 306 GTi-6 and of course the 205 GTi.

The 306 Rallye, described in glowing terms, was a familiar model name, but the version sold here was an imposter without the GTi-6 engine, a runout model – an optioned-up XT – produced to clear the importer's last batch of 306s and not the hotter limited edition available in the UK.

And then there were all those hotties that did not come to Australia ...

looked virtually identical to the standard model, under the skin it packed a muscular 3.0-litre V6 engine. It covered 0-100km/h in a hot hatch-beating 8.6 seconds and topped out at 221km/h.

Because it's a Peugeot, the 605 is surprisingly entertaining on a twisty back road. Strong grip and agile handling came as standard, while a slick five-speed manual gearbox and growling engine note added to the fun. It's not the most glamorous fast Peugeot, but the underrated SV24 fully deserves its place in our top 20 line-up.

Peugeot 405 T16

Engine: 2.0-litre 4cyl turbo

Power/torque: 149kW/288Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 7.1 seconds

Top speed: 235km/h

Years produced: 1993

The legendary T16 badge is usually reserved for Peugeot's firebreathing competition cars. But in the early nineties, the company stuck the famous nameplate on a very special 405 sedan.

Based on the Mi16, the 405 T16 was designed to go head-to-head with high performance rivals such as the Ford Sierra RS Cosworth. And the only clues to its potential were the slightly larger alloy wheels and the small badge on the tailgate.

Under the skin beat the heart of a true supercar slayer. The combination of a 149kW turbo-charged 2.0 litre petrol engine and four-wheel drive resulted in a 0-100km/h sprint time of just 7.1 seconds, as well as a top speed of 235km/h.

The T16 also mixed sharp handling with a supple ride, because as with the all-wheel-drive Mi16, it featured the hydropneumatic rear suspension set-up used in Peugeot sister brand Citroën's BX.

Sadly, the car had a fatal flaw for UK buyers. Tight packaging in the engine bay meant it was too costly to convert the T16 to right-hand drive — and as a result, only a handful made the trip across the Channel and none made it down under.



Peugeot 504 V6 Coupé

Engine: 2.7-litre V6 petrol

Power/torque: 107 kW/217Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 10.5 seconds

Top speed: 233km/h

Years produced: 1974-83

PEUGEOT'S standard 504 earned a reputation as a no-frills workhorse that helped to get the African subcontinent motoring, but the coupe version could cut it with sports cars that were twice as expensive, due to its elegant looks.

The two-door was based on a shortened sedan platform, while the crisp lines of the low-slung bodywork came courtesy of Italian design



house Pininfarina.

At launch, Peugeot sold the 504 Coupé — as well as the stunning Convertible version — with a fuel-injected 2.0-litre petrol engine, but from 1974 the two-door was offered with the then-new 2.7-litre V6 that had been built in a joint venture with Renault and Volvo.

Considering its size, the engine had a modest output, at 107kW, but the lazy power delivery and long gearing suited the 504 Coupé's style as a comfortable grand tourer.

Of course the V6 would continue to be used all the way up until the mid-nineties, and it appeared in models as diverse as the Renault Espace, Volvo 760, Citroën XM and DMC DeLorean.

But no other car could come anywhere near the graceful elegance of the 504 Coupé.

106 XSi

Engine: 1.6-litre 4cyl petrol

Power/torque: 75kW/117Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 9.8 seconds

Top speed: 186km/h

Years produced: 1991-96

After the success of the 205, Peugeot wanted a smaller car to sit alongside it. The company took the AX from PSA sister brand Citroën as a base and created the 106 — a compact city car offering no-frills motoring for the masses.

Launched in 1991, the newcomer proved a popular choice with young buyers, and the top-of-the-range XSi version struck a perfect balance between sporty performance and low running costs.



This was the GTi of the 106 range in all but name, and it certainly stood out as something special. Styling cues were taken from the 205 GTi, with plastic wheel arch extensions, rubbing

strips along the sides and a subtle spoiler above the rear window.

Plus, Peugeot tuned the XSi's 1.4-litre engine to produce 75kW and this was enough to give the flyweight 106 a 0-100km/h sprint time of less than 10 seconds. Later cars were even quicker thanks to their 77kW 1.6-litre engine.

Yet whatever engine you choose, a low kerb weight allowed the XSi to keep up with more powerful hot hatches on twisty roads and it was always eager to put a smile on your face.

Peugeot 205 Rallye

Engine: 1.3-litre 4-cyl petrol

Power/torque: 77kW/120Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 9.6 seconds

Top speed: 188 km/h

Years produced: 1987-92

PEUGEOT looked to capitalise on the success of the 205 GTi in 1987 by launching the Rallye version, which was a homologation special for motorsport. It came with its own unique styl-



ing, and was lighter and cheaper to insure than the GTi, as it featured a 1.3-litre engine with a more modest 77kW and 120Nm of torque.

The Rallye wasn't sluggish, though, as the highly tuned engine featured a sports camshaft and Weber carbs, while the suspension was the same as the GTi's to give handling to match the glitzier 205.

This proved a recipe for success, as Peugeot sold over six times more Rallyes than expected — although the car, with its square wheel arches and lightweight body, is a very rare sight today.

Interestingly, the right-hand-drive Rallye was actually an imposter — UK cars used a standard 56kW 1.4-litre engine and were built using an unmodified three-door bodyshell.

Whichever you go for, expect a more raw driving experience than the GTi, as the stripped-back Rallye is noisier and less comfortable.

But on the right road, it's just as much fun — and the name stuck to inspire other illustrious models on the fast Peugeot list.

106 GTi

Engine: 1.6-litre 4cyl petrol

Power/torque: 90kW/145Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 8.7 seconds

Top speed: 202 km/h

Years produced: 1996-99

Few pocket rockets rival Peugeot's 106 GTi for high-octane thrills. Thanks to its lightweight construction and effervescent 90kW 1.6-litre 16-valve engine, this tiny hot hatch was infused with the spirit of the 205 G11.

While the engine may have lacked the firepower of bigger rivals, it relished hard work and responded instantly to every stab of the





Peugeot 106 GTI

throttle.

Compact dimensions and razor-sharp steering made the 106 huge fun on twisty roads – although care was needed in slippery conditions, because this edgy car could snap sideways in the blink of an eye.

As a result, finding well cared for and undamaged examples now will require patience. However, take the time to dig out a good one, and you'll be rewarded with an adrenaline-fuelled driving experience that today's grown-up hot hatches just can't match.

Peugeot 309 GTi

Engine: 1.9-litre 4cyl petrol

Power/torque: 97kW/161Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 8.0 seconds

Top speed: 206km/h

Years produced: 1981-92

COULD this be the best-kept hot hatch secret ever? Dowdy looks meant that the 309 GTi always had to live in the shadow of the legendary 205, but on the move it was every bit as exciting as its smaller and more fashionable brother.

Making its debut in 1987, the 309 was identified by its subtle red stripes, small tailgate spoiler and revised front bumper that featured a distinctive quad lamp setup.

Under the bonnet was the same lusty 97kW fuel-injected 1.9-litre XU petrol engine as installed in the flagship 205. Yet while it was heavier, the 309 was barely any slower in a straight line. More importantly, it was just as entertaining in corners. In fact, thanks to its longer wheelbase and better weight distribution, the 309 inspired more confidence than the slightly nervous 205.

Better still, there was a versatile five-door version of the 309, so you could bring your family along to experience the fun, too. And if you wanted to add a little bit of luxury, the leather-trimmed Goodwood special edition fitted the bill.

The only downside to this under-rated hot hatch was that UK buyers weren't able to get their hands on the scorching, left-hand-drive-only 165 version, which used the same muscular 129kW 1.9-litre 16-valve engine as the 405 Mi16. Only a handful was built and none crossed the channel.

Peugeot 205 T16

Engine: 1.8-litre 4cyl turbo

Power/torque: 147kW/255Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 6.0 seconds

Top speed: 130m/h

Years produced: 1983-86

DESIGNED to conquer the World Rally Championship, the firebreathing 205 T16 is the most extreme and exciting machine in our fast Peugeot shoot-out.

This mid-engined missile was built to rallying's fearsome Group B regulations, which stated that a manufacturer had to assemble 200 road going examples before it could hit the special stages. As a result, this hand built supercar had almost nothing in common with a standard 205. The bulging bodywork had a passing resemblance to its humble hatchback namesake but, apart from the windscreen, lights and doors, the T16's lightweight composite panels were unique.

It's a similar story underneath, where you'll find a strong space frame chassis, 1.8-litre turbocharged engine and grippy four-wheel-drive



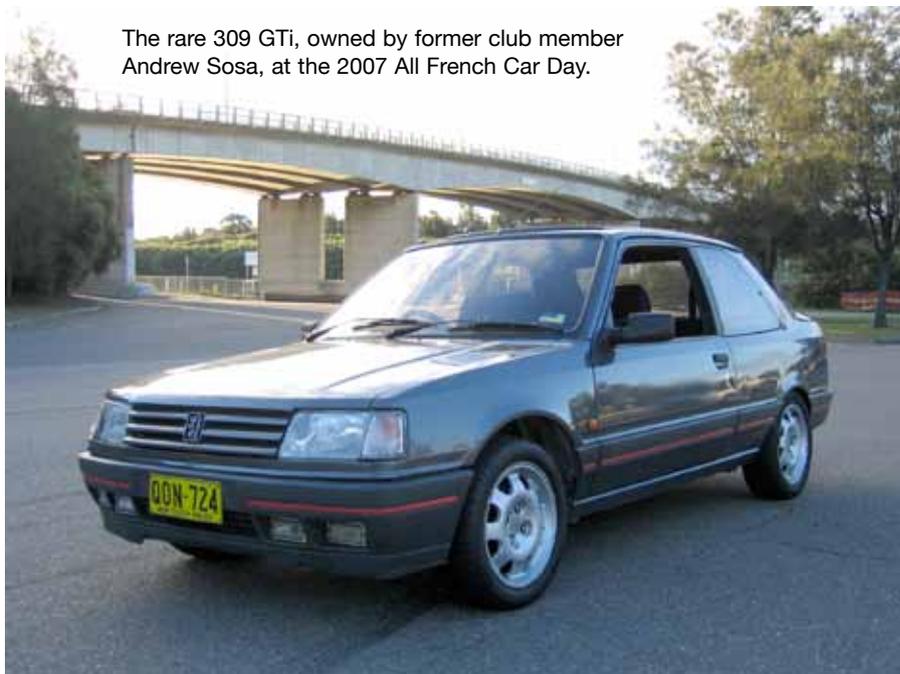
Peugeot 205 T16

system. Incredibly, in its final Evolution 2 competition guise, the 205 was producing 272kW. No wonder these wild cars were banned for being too dangerous.

Yet even in de-tuned road going trim, the T16 is fast enough to show a modern hot hatch a clean pair of heels, needing just six seconds for the 0-100km/h sprint.

The rare T16 is now a collector's item, with prices often exceeding £100,000.

The rare 309 GTi, owned by former club member Andrew Sosa, at the 2007 All French Car Day.



Peugeot 106 Rallye

Engine: 1.3/1.6-litre 4cyl petrol

Power: 74kW/78kW

Torque: 108Nm/132Nm

Transmission: 5sp man, front-wheel drive

0-100km/h: 10.3 seconds/9.6 seconds

Top speed: 182km/h / 195km/h

Years produced: 1994-98

THE GTi is part of Peugeot folklore, but if you want a car that's even more focused, you need to seek out models with yellow, blue and red decals and a Rallye badge.

These cars were built with one eye on motorsport, chiefly rally homologation, and featured similar power outputs to their GTi counterparts, but with stripped-out interiors. Peugeot built Rallye versions of the 205 and 306, although the 106 Rallye will be more familiar to Brits.

Phase I cars had a 1.3-litre engine, while the Phase II featured a 1.6 – whichever you went for, you knew you were driving something special.

Buyers got a choice of solid white, red, blue or black paint jobs, and the car looked like a rally special with its white steel wheels and plastic wheel arch extensions.

Inside were blue carpets, a heater and not much else – a sunroof and power-steering were only options.

The Rallye was all about raw driving thrills. A lack of sound deadening meant it was noisy, but that only enhanced the sporty edge. The rev-happy engine and low weight gave the car a nimble feel, and the direct, unassisted steering inspired confidence in comers.

It's one of the smallest, most basic Peugeots, but this flyweight thriller deserves its podium place.

— from *AutoExpress Fast Peugeots Collector's Issue*.



A Peugeot 306 Rallye. Sadly, the suspension has been molested.

Peugeot 306 Rallye

Engine: 2.0-litre 4cyl petrol

Power/torque: 124kW/197Nm

Transmission: 6sp man, front-wheel drive

0-100km/h: 7.8 seconds

Top speed: 219km/h

Years produced: 1997-99

Joining the 106 Rallye in our fast Peugeot top three is another stripped-out limited edition. The 306 Rallye is the grown-up older brother of the tearaway 106, but just because it's bigger and more modern inside doesn't mean the performance is diluted.

Under the bonnet sits the same 124kW 2.0-litre engine as in the GTi-6, but the Rallye is 52kg lighter – as it does without electric windows and fog lamps, and has less sound deadening. As a result, it feels more raucous and hard-edged to drive.

The hot 306 comes in red, black or white, and only 500 were produced, with the distinctive rainbow stripes on the wings the only things set-

ting them apart.

And while the name suggests otherwise, this isn't a homologation special produced to coincide with a firebreathing World Rally Championship car.

Still, don't be fooled into thinking that makes it more tame or docile than its more high-profile relatives.

It does 0-100km/h in just 7.8 seconds and the gruff, metallic exhaust howl encourages you to race towards the 7,000rpm red line. The controls are so responsive, you can place the car with stunning accuracy, while the supple chassis can tackle the most demanding roads.

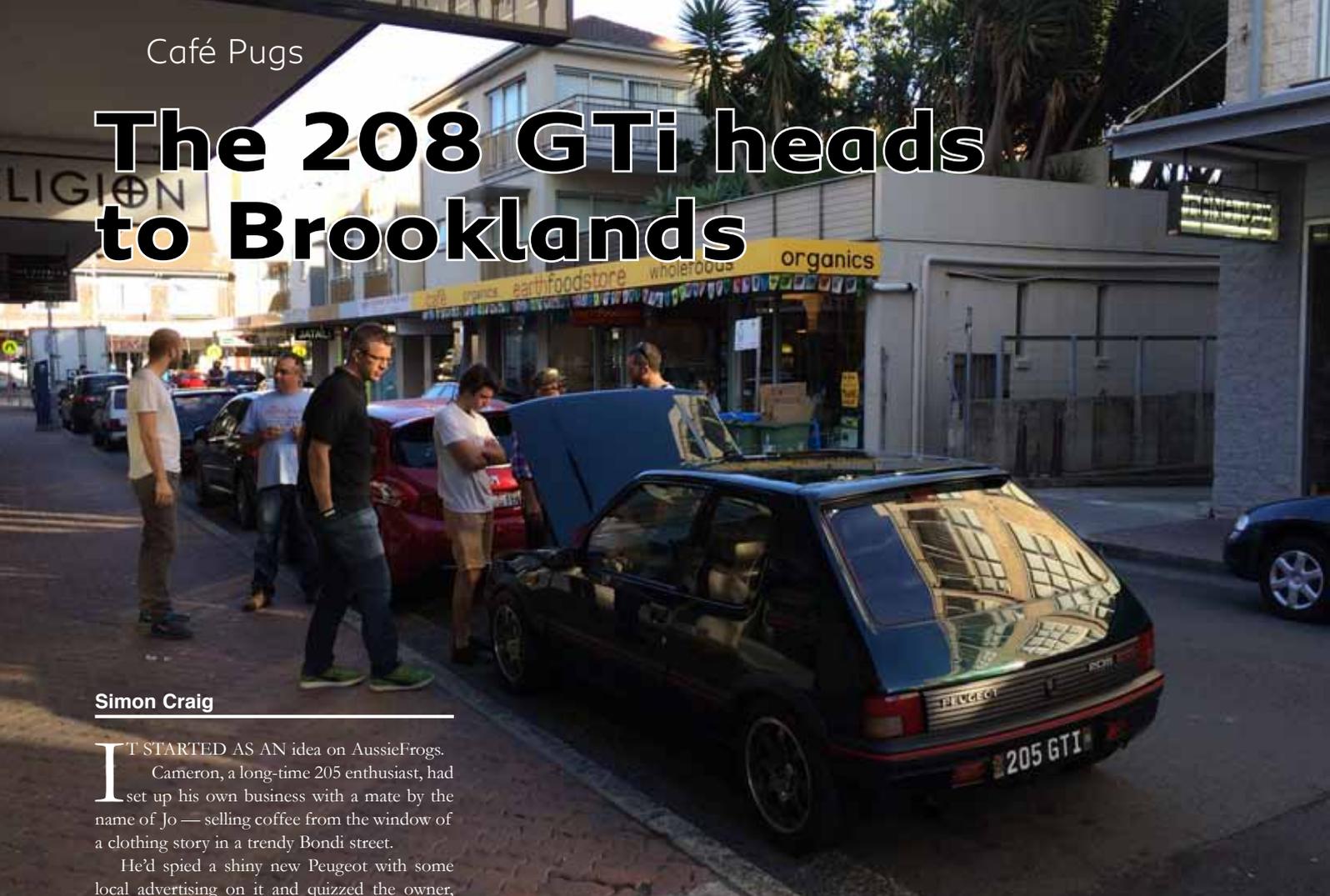
This 306 was a supremely talented hot hatch and the understated styling means it's been overlooked for much too long – but that only adds to the appeal.

- AutoExpress found a 306 Rallye owner whose car still has the new car smell and only 800 miles. He scored it when workers cleaning up the factory in Coventry after it ceased production found a yard full of forgotten models repossessed some years previously from a dealer.



A beautifully unmolested example of the 106 Rallye

The 208 GTi heads to Brooklands



Simon Craig

IT STARTED AS AN idea on AussieFrogs. Cameron, a long-time 205 enthusiast, had set up his own business with a mate by the name of Jo — selling coffee from the window of a clothing store in a trendy Bondi street.

He'd spied a shiny new Peugeot with some local advertising on it and quizzed the owner, who let him know that Sweaty Betty — Peugeot Automobiles Australia's PR company — had organised the deal.

A quick call of his own secured him a Monaco Red 208 GTi with his business advertised on the side.

Quick as a flash he was on the forum, organising a Two Oh GTi photo shoot to celebrate the occasion, with the lure of some great coffee a minor drawcard over the 208 GTi.

I'd had a raft of early morning starts at work followed by late night car club duties, but I managed to drag myself out of bed and off to Bondi in the 207 GTi in time for the free parking-imposed 7am start time.

The coffee was fresh and the lion up of 205 GTis was something to behold. From memory (it was early) there were three 205 GTi Classics, along with two "regular" 205 GTis, a 206 GTi, a 206 GTi180 and my 207 GTi.

Despite the early hour and poor light due to the low sun, the lion up of pugs was definitely a sight to see. More than a few locals out for a power walk or early shot of coffee commented on the pride of pugs.

Plenty of Peugeot enthusiast discussion was had, and it was pointed out that it must have



The 208 GTi was joined by the editor's 207 GTi and two 206 GTis, but the stars of the show were of course the 205 GTis.

been quite some since so many 205 GTi Classics had been in the one place at the same time.

Bonnet lifting, engine bay looking and navel gazing were all in plentiful supply — and of course the coffee was excellent.

Re-engining and restoration, repainting and de-modifying, exhaust mods and de-mods were all discussed at length, along with the weather in Hong Kong, art house films and the joys of studying economics. It was certainly a robust and well-rounded discussion and I thoroughly enjoyed it.

Soon enough, the dreaded parking meters kicked in and we all went our separate ways — some to work, college and me back to bed, as I had another two nightshifts to look forward to.

It was a great meet up and I hope the other attendees enjoyed it as much as I did.



2013 Worm Weekend at Maryborough

Fri 8 to Mon 11 November



Bookings are open for the 2014 Worm Weekend from Friday 8 November to Monday 11 November (and you don't need a worm-drive Pug to be part of it). Everyone is welcome to come along and enjoy a relaxed weekend in the lovely Maryborough region. Just fill out the entry form below.

The Golden Country Motel and Caravan Park is the starting point for our activities. The park has a motel, cabins and camping sites. See booking details on the entry form below.

The Worm Weekend Program

FRIDAY EVENING: This year's Worm Weekend will kick off with 5.04s for those who can arrive in time, followed by informal dining. You have a choice of a BYO barbecue at the motel, the pub down the road or across the road at the golf club.

SATURDAY: A short briefing and then a drive via Talbot (where those coming from Melbourne can meet us about 11am). Lunch will be at a small country hotel with a twist. Following lunch we head off on a meander that will take us through the Pyrenees wine region, travel through forgotten gold towns, enjoying a wine or coffee along the way.

Back at Maryborough we will have 5.04s.

Saturday night's dinner will be held at the golf club across the road.

SUNDAY: Photo shoot will be at the imposing railway station, followed by a "town walk" for an hour then back on the road to one of only two hotels named after an Australian marsupial.

MONDAY: For those who can stay till Monday you lucky people enjoy yourselves. I am still trying to organise several other tit bits to make the weekend even better and will try to have them in the November Torque.

Milton Grant 0419 406 056

2013 Worm Weekend Entry Form

TO BOOK YOUR ACCOMMODATION contact **Golden Country Motel and Caravan Park** – Phone **03 5461 7700** or email **gcc@goldencountry.com.au** – *Be sure to mention you are from the Peugeot Car Club.*

PAYMENT FOR WORM WEEKEND EVENTS – *Includes: Sat Lunch, 5.04 Drinks and Dinner, Sun Lunch* – **\$90 per person**

Pay by EFT to: PCCV WESTPAC Bank Account – BSB No. 033 070, Account No. 730763

*****Please make reference to "Your name and Worm Weekend"**

Or pay by cheque or money order: Make payable to "Peugeot Car Club of Victoria inc."

INFORMATION

Names of those attending	Phone	Email	Peugeot	Special diet requests	Payment
					\$90.00
				TOTAL	

Post form to: Milton Grant, 93 William St, Tatura 3616 VIC.

Pike's Peak Adventure

Rabin Rutten-James, a US Peugeot List member and Saskatchewan resident, made the pilgrimage to the 2013 Pikes Peak International Hill Climb from Canada in his Peugeot 505 Turbo. It turned out to be an epic event.

Rabin Rutten-James

AS USUAL THINGS were crazy leading up to the departure, and grand plans of having the car repainted prior to the trip quickly became impossible. I thrashed away on the car for two full days prior to our planned Thursday departure, having taken Tuesday and Wednesday off before we were scheduled to leave for Pikes Peak International Hill Climb.

I'd previously parked the 505 because the rear axle was clunking quite badly, and the front struts were totally blown — so at the very minimum that's what I had to do.

The rear axle was replaced with a good used one, and the front struts were replaced with some low mile ones off a total loss '88 505 GLX I bought years ago. I'll need to rebuild the origi-

nal struts that came off the car and reinstall them when I do the wheel and brake upgrades.

The rest of the car was in great shape with plenty of pad life on all the brakes, brake fluid was fresh from a few months back, as was the diff and tranny oil. Decided to just top up the diff and tranny, but the engine got synthetic Castrol 5W-50, and a new Purflux filter. I reset the throttle position switch and idle switch, and confirmed timing was still



Rabin's 505 Turbo en route to Colorado Springs.



Wheels up: Rabin's 505 Turbo is not quite ready to roll.

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spot on.

Once the major known issues were corrected I attended to the electrics and cosmetics as best I could.

The front right park light wasn't working, fog lights were blowing the fuse, side skirts were off the car since being repainted, and the car was really looking neglected. The front park light was a corroded connector at the left fender park light connector, driving lights were shorting out because the left Hella driving light was making contact inside between the bulb and the grounded bulb clip.

I gave the car a very thorough wash, and then installed the side skirts — I just had to get new hardware to install them. I had the car done late Wednesday night — and still hadn't started packing yet, and didn't finish packing until well past 1am.

My friend Dan got off his night shift at 6:30am Thursday morning and drove straight over. My other buddy Gary lives across the back alley — so it was a convenient departure. We loaded up the car and headed for Colorado at 7am.

Once driving the car wasn't quite right — the only driving I did in the last two or so months was just back and forth for repairs at another buddy's garage the previous weekend. The brakes felt funny, and the engine just wasn't as smooth as I remembered it. Nothing to be worried about, but I was extra leery as I had two friends in the car and if the car broke down I'd never hear the end of it!

The trip was planned with a very direct route, and we thought it'd be fastest to stick to secondary roads like we did on our return trip in 2004. Sadly we didn't even think that road construction would be that bad and we had a heck of a time with delays the whole trip down due to road construction. We also didn't give much thought to Saskatchewan only having a front plate, and Wyoming being pretty strict about having front plates — got stopped for doing 72 in a 65, but

as we waited for the cop we noticed then everyone had front plates. I got away with a warning thankfully.

As the trip progressed it was clear the only real issue was the mid to high 80s temps being in a black car with no AC! It was pretty hot in the car, but the fresh air system kept us from totally melting — that, and the stop where we tried some F'real milk shakes: they really were good, and hit the spot nicely!

With three guys in the car we made excellent time. We drove non-stop with just the odd meal breaks and an unfortunate GPS detour when we tried to find a BBQ place listed in the GPS that was a vacant lot when we arrived. Sadly, we ended up eating at a Taco John's when the Subway line-up was too long.

Once the sun set, it was comfortable in the car again and we were still making decent time until we hit the interstate construction about 1 hour from Colorado Springs and our hotel. The last hour was the most delayed part of the whole trip of course, and the traffic that late at night was another big surprise.

Finally we arrived at the hotel at around 11:30pm and prepared for how to spend Friday. We knew we were going to miss Friday practice as we'd been on the road for almost 18 hours, and would essentially have had to have gone immediately to the hill to line up.

Our original plan was to see the Saturday



French interest in Rabin's 505.

practice, but sadly I had been mis-informed about there being a Saturday practice and didn't find out until Friday during the day that Saturday was a rest day — d'oh!

Probably a good thing in hindsight with how busy and sleep deprived we were anyway. Friday morning tried to sleep in late, grabbed a big breakfast, and find Mach2Racing's shop to check out their new car. Their race team wasn't there, but chatted with the shop owner (Wagner's Prop Shop), and he advised to do the summit as early as we could to avoid traffic — so that's what we did.

The Summit run was breathtaking and the road was simply astounding. I Go-Pro'd the ascent, and took some nice pics at the top. The road and the steep grades are just not properly communicated in videos. The tight 180 corners have especially steep ascents with 1st gear and floored throttle barely being able to keep a 25 mile an hour speed limit.

Spent a good hour on the summit and saw a couple of cool cars — one being a 914! Really nice father and son that drove 6hrs to get there. I chatted to him about his car and took a couple of pictures. He admitted to taking pics of my car earlier, so I knew he was a good kid.

On our way down we stopped at Devil's playground and I hung out by the car as the altitude was giving me a head ache.

It was kind of funny when I noticed a mini-van turned in and came straight to my 505. The



Another US rarity: A Porsche 914.

driver jumped out and started taking pics of my car — naturally I had to capture the moment.

I'm used to taking good-natured abuse from friends ALL the time about driving Peugeots, but this trip was the absolute best one ever for getting waves, thumbs up, and people just walking up and checking it out. He was from France

descend in first. So it was much nicer to just get a gap so we could descend at our own pace. It was a great plan until I found out about the brake temp check at the bottom — surprise!

We had a decent gap so there was some decent braking into the last corner before the check, so temps were 382°F and we were asked to park and



and was happy to see a 505 after so many years, and thought it was great I drove all the way from Canada to see the race in it.

Coming back down we quickly had a pattern set up to pull over and let the slow cars in front get ahead and before the next slow car came, we'd drive out so that we could enjoy a quicker pace down the hill. Nothing crazy mind you, but some of the cars descended at speeds that meant I had to ride the brakes all the way down in second or

let them cool (it wasn't really an issue with 600F fluid in the car and Ferodo pads — they felt absolutely fine). It did make it easier for the young guys in a gutted WRX wagon who pulled up and complimented me on the car however.

We headed back into Colorado Springs to stroke off another To-Do item which was to eat at The Keg in Manitou Springs — it was the default supper location in 2004 for the race team, and we had to see it again. It was there that I was



Canadian 505 Turbo and a Californian 205 GTI



Pug Pairs: Marc and Rabin pose with their pugs.

able to make contact with Marc (a Californian 205 GTi owner) and he met us there for supper. I heard him pull up and immediately had to go out and check out the car — so sweet.

After supper we went back to our hotel to park the cars as Fanfest was within walking distance, and once there we took the first pics of our cars together.

We walked over to Fanfest and took in the sights. We found the RS200 guys first and caught up with them for a while, and then Marc and I wanted to head straight for the Peugeot Sport tent.

We got there to find a HUGE line up on both sides of the table with Seb signing autographs like mad. The dude in front of me was a genius as he had two 1:18 die-cast Citroën rally car models — one in full livery and one in white that he got signed.

Seb was pretty distracted the whole time in line and looked anxious to go, but I did get to talk to him very briefly when I showed him my camera with the 505 and 205 side by side. I told him I drove from Canada and the 205 from California. He looked, smiled, and continued signing autographing post cards. I assumed he was going to put them down so I could get one, but he took them with him and left. No sig on any of the posters or postcards which kind of sucked — but not a big deal.

Marc and I both wanted to see what the

chances were of getting a photo op with the 208 T16, so we pestered anyone we could in the tent to see if there was a chance to arrange a time where we could come out to wherever they were prepping the car in order to get a photo op.



The first guy took Marc's card and said he'd try, but suggested getting one on the way up to the race. The second guy actually sounded more promising and we found out where they were, but he never did call us which sucked.

We checked out the rest of Fanfest, then got caught in a pretty decent downpour and found ourselves in the Kern Racing tent. We chatted a little with people under the tent, and then when the rain broke we met Marc's bro at Chicago's

pub. Hung out there for a bit, then checked out another suggested by our awesome waiter. It was a Barcade! This is a small little pub with quite a few old school video games — a pretty decent concept. We hung out there for a bit, and then walked back to the hotel to call it a night.

Saturday we had breakfast, then met up with Marc to do the summit drive again. We were just a few cars apart in the line up, and just after the toll gate we pulled to the side and mounted up the Go-Pros and then started our ascent. Dan jumped in with Marc and off we went.

That was the first time I ever saw how well a 205 drove, and he just romped away from me. I likely had more power for sure, but that little 205 was so agile, and it had so much tire he simply never slowed down! It looked great going up the hill, and I tried my best to stay with him — but that meant much more time in boost.

At the first stop we noticed my car was boiling its coolant out the reservoir — temp gauge was hot, but not crazy hot, but I had simply driven it too hard for the cooling system to keep up in that thin air. We got it cooled down and added some mixed coolant then resumed the trip up

without further issue — and without trying to stay with Marc!

Once we got up to the summit we took some great pics of the cars together, although the weather meant lighting wasn't too good. I again got lots of compliments, and saw lots of people taking pictures of both cars - but the 205 was the belle of the ball! It's such an awesome little car, and really is the rarest of cars anywhere in North America. Thankfully my car still shows decent enough in pictures that it looks pretty good.

We headed back down and of course as we crossed the start line we had to pull over for some more photo ops.

This is where the Peugeot pits were, so we parked in their spot since it was clearly labelled Peugeot parking only.

Once down, Marc and I really wanted to make the attempt at crashing the location of Peugeot Sport's Bay 14 at Pike's Peak Speedway, but stopped for a Sub first. We drove all the way out there only to see the car being pulled to the hill by the team on an open trailer. There was no way to turn around and catch it as it was pretty heavy traffic - plus it was clear the team just wasn't interested in working with us on a photo shoot or simply didn't have the time to do anything off script.

We headed back into Colorado Springs as we were all starved - and we saw what looked to be a pretty cool place we wanted to try out - Colorado Mountain Brewery (the ribs were awesome!).

We split up so that we could get some shopping done for spectating Sunday, got our groceries and then headed to the hotel to try and get



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some rest before we had to go line up.

The initial plan was to go out around 3am, but we decided that was much too late, so I think we were out there closer to 1am. While in line we saw a 208 that was driven all the way up by Peugeot Mexico staff. They were very nice and pulled over so we could take some pics.

It worked out great and we had a lot of fun in line — especially with the infamous Bobby.

The plan was initially to spectate the start line, but after seeing the whole course and checking out Devil's Playground. We quickly talked ourselves into changing plans and going up to Devil's. The problem was we decided on the mountain after preparing only enough food to offset the shop that was at the start line. We figured we had enough to stay alive, and we hadn't come this far to not try to get the best seats on the mountain — and Marc agreed.

The line up the mountain was pretty crazy, but it seemed to move steadily enough, and we made it up to Devil's Playground. I tried to grab some sleep, but one of the perks of Devil's Playground is seeing the sun rise in the morning, so we did that too, which was well worth the effort.



The steep slopes provide a natural - if a little hairy - amphitheatre to watch the hill climb.

It was very wet and very cold, but we'd listen to the radio and when cool cars were coming up we'd head out into the rain and cold and get a

After supper I took Marc's car for a very quick drive as I couldn't not meet him and not ask to drive the 205. It really was a go kart — a very cool go-kart. Initial impression was that while it wasn't super fast, it sounded fantastic with the Devil exhaust and revved very sweetly. Steering was quite heavy with all that rubber under the car, but steering response and shifter feel were amazing. I could see why he could just drive away from me on the tight bits.

I then offered him a drive in my 505 — I never get feedback from anyone else that knows Peugeots — so it was nice to see what he had to say. All good things, but he did say he thought his 505 had a bit more bottom end punch. Could have been the elevation, but I was still happy to hear the car felt great. We said out goodbyes and headed to the hotel for my short nap before packing up and heading home.

2am came and we got our stuff packed and loaded up the car to begin the trip home. We made a few changes to the route home so that we had more interstate time going North and headed off at around 3:15am.

We'd all had massive suppers the night before, so we were in the car a good 6+ hours before stopping for some food. In total the GPS said there was only ~ 50 minutes stopped time the whole trip back — the joy of having three drivers — and we arrived home at 6:30pm. Not too bad time wise. The car was running especially good on the way home - and the car did a fantastic job the whole trip.

I got it all unloaded - gave it a quick clean, and then had my buddy help me drop it off at the body shop to have the fender damage repaired which is where it sits now.



I crashed pretty hard in the car after the sunrise, and was fighting a headache - so just crashed in my car. Missed the bikes pretty much entirely, but caught the last few.

When they announced the unlimited cars were next - I went back to the car and loaded up my gear to capture the event. Decided shooting pics was a bit futile with the distance and such, and went with shooting video of Loeb's run. It was a little funny seeing the chopper trying to follow Loeb, and it was even hard for me to actually find and follow the car until he was closer. No matter though - it was still awesome to see just how fast the car was, and when he accelerated away from us at 16 miles and got the anti-lag pop between shifts and that glorious sound — it was just purely awesome.

When they announced the 8:13 time the hill just erupted with cheers and everyone was talking about the times. Even the announcers were amazed! Sadly in the drama of Loeb's run, Dumas had transmission failure and didn't complete his run. We then waited and watched the other unlimited entries and I tried to film them as best I could, but it was starting to get pretty cold. My video camera doesn't like the cold and battery life tanked.

I finished up as best as I could with my phone, but when it started raining and hailing we decided to head back to the car to wait it out.

glimpse of the cars. I shot stills of these as they went by. One of our favourites was the David and Goliath battle of a little privateer E30 BMW against all the other time attack cars. The guy was really young, and did a hell of a job on a shoe string budget. One of the coolest cars on the hill, in my opinion.

Once all the cars had run, everyone came out to line the sides of the roads as all the competitors paraded down the hill and the drivers that could reach gave high fives all the way down - very cool indeed.

After the parade, everybody packed up and it was descent time. They said our lot was emptied first, so in theory that meant we'd be out sooner, but the descent was ridiculously slow, and it was apparent that they were merging everyone at the same time, which made for a very slow exit. It also looked like most the competitors backed up and headed out as well as there was no trace of Peugeot on the way out. Two hours later we were back on our way to Colorado Brewing Company for some much needed food.

We'd made a friend at the hill earlier in the day when he graciously fed us bacon and fried potatoes — so we invited Ryan to come with. Really nice guy and we had a great supper together — and now we have a friend/contact in Gillette Wyoming (car guys rule!).



Counting 23 203s in paddock

40 years ago

1973 Sorry, the November mag is late, apologises Ian Hoole. The club duplicator broke down and The Pugilist had had to be produced commercially.

Twenty-seven people make the motorkhana, Paul Brownlow home as outright winner and Nola Hogan first woman at 12th. Don Stewart, third outright, entered his 404 as a special as he forgot his rego papers and this club is strict on that sort of thing.

35 years ago

1978 Peugeot becomes the world's third biggest car manufacturer with the purchase of Chrysler Europe and there is talk of Chrysler Australia being the next target.

Eleven clubbers turn up at Port Macquarie for a splendid weekend organised by local 504 Ti owners Richard and Yvonne Brady.



Oh3 weekend: Rodney Farrell posed his fire engine red 203 next to another fire engine red machine during the 2008 gathering.

30 years ago

1983 Gino Campagnaro offers his Peugeot-Renault-Alfa dealership in Cooma's main drag for sale for \$69,000 plus spares with a 3 x 3 lease on the building.

Plans for an outing to Kangaroo Valley, with prospects of canoeing, bushwalking and a woolshed dance.

John Pitt wants \$2,000 for his 1956 Pug 403 in good nick with 11 months rego, thermofan and – woo hoo – Constantin supercharger.

25 years ago

1988 Bring gumboots and a rain coat if you want to join the Tank Stream tour.

Spot the differences in detail of three sloping backed Pugs together at a North Wollongong do – Charles Jolliffe's 203A, George Gall's 202 and John McCarthy's 203C.

New Zealand is getting the Peugeot 309 from Ryton and it qualifies for prefer-

ential tariff because of 50 per cent UK content.

20 years ago

1993 Is it a world record? Twenty-three 203s turned up at the Bundanoon gathering.

Ex-president Jenny Toyer was so disappointed at Murwillumbah after an offer of two days with a Pug 205 GTi from JRA and hearing nothing more. She got quite excited about the car after trying one on loan to Ian Robinson.

15 years ago

1998 Ken Guymer shows how light his foot is on the accelerator in the Citroën economy run, his Peugeot 404, getting 6.66 litre to 100 km, pipped only by a couple of 2CVs.

Jim Elkins wants to sell his 1923 Type 163 doctor's coupé and will look at a Peugeot 203 trade-in.

The Goodwin brothers realised their car was running hot and keep their heater on while touring the Northern Territory in the Wynns Safari until they could change the new radiator core. They encountered an even hotter ute and they pulled over to help its owner douse a fire.

In Scotland, Lisa Tortolano finds her dad's neighbour has painted his garage door green to match his Peugeot 106.

Pug-fixers are on the move – Dave Warner to Fivedock and Peter Portelli to Turrella.

It was legendary stuff. After Dennis Barber completed the Round Australia 1998 rally with his Peugeot 504 fairly intact, he was ready for more. "If we changed the oil, we could possibly go around again," he said enthusiastically. Three Pugs, including Chris Hall's Peugeot 404, finished well-placed, but the fourth, John Anderson's Peugeot 203, rolled out on the Nullarbor.

It may be small but the perky Peugeot 206 offers a big car driving experience that will bring new buyers into the Peugeot fold, Neil McDonald of The Australian reports from Paris. This new Euro super mini is tipped for Australia next year at a Japanese price.

Plans for a Pugfeast in Balmain ... French wine and nibbles in the park, then stroll to the Gotham restaurant for Pug poster art on display and a Frenchish feed.

10 years ago

2003 How could they? Paul Playoust was horrified on a pilgrimage to

Spot the differences in detail of three sloping backed Pugs together at a North Wollongong do – Charles Jolliffe's 203A, George Gall's 202 and John McCarthy's 203C.



Round the country: The Barber car takes the bumpy road and dust in its stride, but had a change to quad lights and new grille by the time it finished.

Dar'mat in Paris to see a Peugeot 203 displayed with a flat tyre. At the motor show, Paul is such a stickler for detail on displays that he jacks up his cars to turn the hub cap badges upright.

Victorian 03 guru Gordon Miller marks his birthday at Young with the biggest worm weekend since the annual event was launched in 1989 – 22 203s, 14 403s and 19 404s and others.

Stew Nichols entertains members at the Shannons venue with talks about his modified Peugeot 504 in the Australian Safari while Doug Smith reports on being a guest of Peugeot at its World Cup rugby party and opening game at Homebush.

Leon O'Brien offers to sell his 1982 505 turbo diesel engine for \$1,800 and he will throw in the car for an extra \$700.

Five years ago

2008 Gail and Graeme Head's immaculate green 203, restored by Victorian worm guru Gordon Miller, stood out at the inaugural Oh3 Weekend in the Hunter. And when a bottom hose burst on another 203 Mal Goodwin produced a big screwdriver and fixed the problem in a jiffy.

Julie Bray says she was fascinated by Bill Barry's presentation on the resurrection of David Baker's Clipper bus during the Katoomba weekend and it made up for the wet weather.

Simon Craig welcomes the factory Bluetooth option on the 308 at the Motor Show, notes it's available with the new larger Expert van and wonders why it is not available on some other Peugeots.

Once Vaucluse House could host a fete with a spit roast of a bullock and 12 sheep, 4,000 loaves and many casks of Cooper's gin and Wright's strong beer. For the club visit, it's history and light refreshments.

As a change of topic from cars, the club has secured Bridge tour guide Melissa Dunne to talk about the icon and the celebs she has taken aloft at the end-of-year dinner.



Pug project

Larry Trappett

MOST MEMBERS OF the Queensland Club and many of the New South Wales members of the New England Chapter know that until recently I had two 505s in my garage.

The Blue Car, an Executive, was manufactured in 1984 and had covered about 450K when I bought it from Kim Slattery in Tamworth.

It had spent most of its life in dry conditions, so it was largely rust free. Bridget (the Blue Car) had been repainted so its body was in good condition. It won an award at the Qld French Car day a year or two ago for best 505 on the day.

While I owned Bridget we did not put a lot of kilometres on the clock, but the car proved useful when various members of the family's cars were off the road.

My younger son, David is an anaesthetist. A minor traffic accident resulted in his Subaru spending a week in the Bump Shop, so Bridget went to work.

Operating theatres are a place for the exchange of much gossip. "I'm driving Dad's vintage car this week". Reply from Surgeon "You're very lucky to have a dad with a vintage car to borrow".

What are dads for? Grandparents also make good baby sitters.

Subsequently I acquired Kim's other 505, a bright red GTi — younger with fewer kilometres on the clock. Bridget was no longer able to economically justify her existence.

At this point of the story I would like to introduce the next owner of Bridget: Barry Broomhall. Barry is remembered by older members of the Qld Mini fraternity.

I'm sure many of the NSW club who are racing enthusiasts will recall his performances at Catalina and Bathurst at the wheel of a black Mini with gold livery — a bit like a John Players Special, but with a large Germanic heraldic cross on the back.

I met Barry in the mid sixties, first at the Lakeside circuit and then at his workshop in Warry St, The Valley.

Readers Digest use to publish articles headed "The most Unforgettable Character I've Met". Barry could well have been the subject of such a feature.

Short and nuggetty of stature, possessor of a quick wit and a born mimic made him the recountor of many funny and mostly risqué stories. Combine that with his great skill as a mechanic.

I use to enjoy watching him in his diagnostic phase working on a difficult vehicle. His approach was like that of a skilled physician

displaying considerable logic as he worked. It was into his hands that I passed Bridget. Whether or not she was not anxious to leave her warm garage I'm not sure. She started with some reluctance and the drive from McDowall to Burpengary was not smooth.

Barry described giving her an "Italian Tune Up" on the way home. Bridget responded vulgarly with backfiring and flames from her exhaust — clearly there were problems ahead.

A few weeks later Barry arrived at my surgery with a small haversack from which he produced a jar containing a murky amber fluid. I played along with the charade, stating: "Barry I can tell you one thing, Bridget is not pregnant".

The fluid before me was of course petrol from Bridget's tank, not urine.

Next, like a Pathologist at an autopsy, he produced a specimen. It was the primary lift pump assembly, which had been submerged in the fuel tank. It was almost falling apart due to rust. Obviously water had somehow entered the tank.

I might add that to remove this assembly Barry had manufactured a "Spanner" from a length of Morris Minor prop shaft. He can be resourceful when necessary.

With the murky fuel removed, the tank was cleaned. Luckily Bridget has a plastic tank.

Barry turned his attention to the fuel injection system. Apparently Bosch no longer offers service for the Bosh K units. Spare parts are not easy to find. Certain small seals were located on the internet and obtained from Holland.

I can remember Barry using a stethoscope when tuning twin carburettors. I can also remember him using a stethoscope with a long probe to identify faulty bearings.

As fuel injection became universal he took courses to master the new technology. Thus the rebuild of Bridget's system was not a problem.

The gearbox was next on the agenda. Like many 505s, Bridget had faulty bearings in her box. Much thought was given to splitting the box and replacing the bearings — which are not cheap. An alternative, possibly interim, solution was chosen.

A second hand box was located in Sydney for \$250. It has been installed, together with a new flywheel which is said to be a Fiat part. If the replaced box fails, Barry will rebuild the original box. So far all seems well.

The radiator has been removed and drained of some mysterious reddish mud like fluid. I have always thought antifreeze fluid was green. I know I paid for what I thought was green fluid at the



Barry and his wife Anglia

last service. Suggestions would be welcome to explain the red-coloured fluid.

There were many other minor adjustments made to Bridget's anatomy along the way. These I won't detail, but in instalments I learnt from Barry of the many bodgie jobs that "clever" mechanics would appear to have performed in the past.

A few days ago Barry arrived at the surgery and passed me the keys. "Take it for a run and tell me what you think".

From the first turn of the key I was amazed. Bridget felt like a new car. Its pickup was brisk, the steering taught and the gear change positive. I drove a few blocks along Anzac Avenue and turned back to the surgery.

I complimented Barry on his craftsmanship. He just smiled and said "Thank you for the compliment. It's my profession."

Barry is not a well man. I've been his GP for many years but for professional reasons I won't give details of his health problems.

This I can say: there are some things you can't prescribe on the Pharmaceutical Benefits Scheme. Giving a man an interest and a hobby in retirement is such a thing.

The challenge of restoring Bridget has worked like a "tonic" in Barry's case. He has gained a new lease of life and has a new interest: he now proclaims "Peugeots are good cars".

Barry is contemplating a trip to Adelaide to catch up with some old mates. Maybe Patricia and I will take the 3008 and drive with him. I'd like to visit Wilpena Pound in the autumn.

As a PS to NSW members that may remember my 407 coupe, I am still using it daily. It had a major overhaul at A Cullen & Sons of Nambour. Six injectors were replaced and it now drives like a new car.

Let me finish with a New Year Wish that Peugeot Australia enlarges its dealer network, complete with workshops and mechanics with the courtesy and skill of A Cullen & Sons. Then we will see hundreds of Peugeots on the road.



Larry's trio of Pugs. Not shown is the 3008.

For sale

206 1.4 ltr hatch. 2004, White. Gearbox gone. Unregistered. Everything else is in good cond. Best offer for whole car only. Contact Kosta, Bonnyrigg. 0403 121 292

405 SRi 1993 5 speed manual sedan with sunroof. Well loved, long life & well serviced. 200,000km. Reg to 22 June, All offers considered. Ian Bailey (Don's brother) 9411 4251, 0407 242 571, bailey2628@ihug.com.au

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406 Coupé, 1998 V6 with well-behaved auto. Lugano Green. Excellent condition, near new brakes and Michelin tyres. Aug rego. Beautiful and desirable car. Reluctant sale. \$8,900. Keith Bridge, Nowra. 02 4421 2824, 0427 212 824

504 coupe, 1979, 2 litre, manual 4 speed. Stock condition, 125,000km, It drives beautifully and would rate a strong 8/10. Vin No. 3131468 The car will be sold without a roadworthy at this stage, although getting one is not a particularly arduous task, given there is no air-conditioning etc and the car is standard with no

mods. \$31,000ono, Rodney Provan [mailto:rod777@icloud.com] .

505 GR sedan, 1981. Yellow, 2.0L 4cyl auto, reco engine incl. new liners, pistons rings, bearings, head serviced, hardened valves and seats, new guides, recored radiator, water pump, hoses, belts, 155,000km, new tyres, disc brakes, very good condition except for slight rust bubbling on lower parts of both front doors and sills. A/C not connected, ten months NSW rego, suit club car or Peugeot enthusiast \$2,000 ono Reg BW31XE Wes, Newcastle. 0423 083 274

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Working rev counter from either a 504 TI or Renault R16. Also wanted: matched set of two door mirrors for 404. Phil McCumisky 03 5484 2020

Parts

404 full covered wheel trims (4) Photo available \$240. Email mikebarrhort@gmail.com Mike Barrett, Beecroft, 9875 3087

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GT16 engine and transmission with ECU. No aircon compressor. \$900 + freight. Keith, Armidale, 0438 161 883, kcornish@

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405 Mi16 2.0 litre. 300,000km was registered till march 2013 needs exhaust and minor repairs for rego free to good home. Keith, Armidale, 0438 161 883, kcornish@bigpond.net.au

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Quadrilette handbook and parts book, 172 parts including radiator, 202 shop manual and parts book, 204 handbook and brochure, 403 handbook, 504 handbooks and brochures, 403 late two-bar grille and body strips, 404 roof rack off London-Sydney marathon car,

early 404 hubcaps, sill strips, screen strips, instruments, RB 4 cyl magneto, 1920s Jaeger instruments and matching clock, Brian Arundale, near Launceston, 03 6391 8698
3 engines: 403 long motor, 203 long motor, 203 short motor. All motors have been sitting in a garage for 30 years and were part of an unfinished hill climb car project. Offers. Robert Deer, 0402 424 047

208 T16 on track

PEUGEOT SPORT boss Bruno Famin has said he is 'optimistic' that the 208 T16 will be on the pace when the R5-specification machine makes its FIA European Rally Championship debut next season.

"The car is almost for sale now," said Famin. "We still have quite a lot of work to do but we have the time to finalise everything in absolute performance and reliability. We are optimistic but of course optimism is one thing but the race is another thing."

Peugeot's 208 T16 will be available for customer use only with no factory team planned.

"There will be only one specification of car, the best one, and everyone will have the best one," added Famin. "We will help all our customers in the same way, working on the set-up and giving this information to everybody."

Meanwhile, FIA president Jean Todt was an interested visitor to round ten of the FIA European Rally Championship in Croatia a few weeks ago.

Todt visited the service park in host town Porec and also followed the action as the battle for victory on the Croatia Rally drew to a close.

"I'm very happy that Eurosport Events is the promoter for the European Rally Championship," Todt told the Inside ERC programme. "And I'm very pleased to be here in Croatia. We attended the FIA World Council in Dubrovnik [on Friday last week]. It gave me the opportunity to refresh myself and to enjoy the rally atmosphere. Indeed, there is a new breeze in the European championship.

"Sometimes there is a big fight, ending with a battle for seconds on the last stage. Even more important, I noticed that the public is very enthusiastic and that's very important for motorsport and its development.

"There are also very attractive rallies in the European championship and there is the new R5 category that several car manufacturers are interested in.

"That will make the rallies even more affordable."

— from ERC news



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Jason Prestige	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
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	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
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	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
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Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

AFTERcare

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With Peugeot's new menu priced service, you can enjoy true peace of mind. You start with a known price and finish with your Peugeot serviced by people who are Peugeot experts. People who are factory trained to perform all the necessary checks and services. People who love Peugeots. It's the type of care no one else - except you - can match.

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**CAPPED
PRICE
SERVICING**¹

¹Capped price servicing is for 3 years or 60,000km, whichever comes first. The capped prices may vary between dealers but you will not pay more than the capped price.

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT