

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

February 2014



■ Check inside for a
list of exciting club
events for 2014



The editor's spies snapped this 404 ute in Anglesea in Vic in January

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Touring in March



Cargo carrier: The 2014 Peugeot 308 SW might be longer than the outgoing model, but its cargo capacity has been reduced from 674 litres to 610 litres.

Simon Craig

PEUGEOT HAS REVEALED the station wagon or Touring version of the upcoming 308, ahead of its official debut at the Geneva motor show in March.

Like its new hatch sibling, the Touring is a complete redesign with a sleeker look and a lower roofline and much of the previous model's French "quirkiness" removed.

Measuring 4580mm long, the new-generation wagon is 80mm longer than the current model, and with its sleeker profile is 94mm lower at 1470mm.

Peugeot claims "class-leading" load space over its rivals, though as its replacing the previous model which has 670 litres of cargo capacity versus the new model's 610 litres, it should be careful how that is marketed.

The cover

A row of front drive TwoOhs stopped for coffee in Bondi early one morning in September 2013.

Photo: Simon Craig

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Granted, the new model's figure eclipses its nearest rivals by a significant margin, with the Golf Wagon (still in previous generation guise) at 505 litres and the recently released Megane coming in at 524 litres.

Peugeot says the 308 has a flexible cabin thanks to rear seats that can be folded via a button in the boot, and a flat cargo area.

The cabin benefits from Peugeot's renewed focus on taking the brand upmarket, with a schmick interior and the new model's touch screen interface replacing most of the buttons found in previous models of the 3 series.

Built on PSA's Efficient Modular Platform

(EMP2) that also underpins the new Citroen C4 Picasso, the 308 SW is 140kg lighter than the model it is replacing.

Peugeot is yet to release specific powertrain details but will no doubt include the company's upcoming PureTech turbo 3 cylinder petrols and the all-new BlueHDi powerplant, emitting 85g/km of CO₂, exceeding the upcoming Euro6.1 emissions standards.

The new 308 hatch is scheduled to go on sale locally around March this year, replacing the model that was launched in early 2008.

Peugeot sold 656 308s in Australia last year, a 39 per cent drop over 2012's figure of 1072 308s.



Hawkesbury Cruise

Grahame Foster

A MINI cruise-a-long is planned for Sunday, 23 February — commencing at Brooklyn at 11am until 2pm — with a light lunch of fish and chips served on board the vessel.

The boat cruise follows the "Seven Islands of the Hawkesbury", taking in Lion, Dangar, Spectacle and Long Peat Islands with a commentary.

Costing \$50 per head, (\$44 seniors and \$15 children), there is no necessity for us to book. Just turn up early, but we would like numbers to advise the cruise operator.

More info can be found at:
www.hawkesburycruises.com.au

Sydney members and those approaching from the south should meet at the Berowra truck parking area and follow the old road in convoy, leaving at 9:30am, whilst members travelling from the north should do similar by meeting at or around the corner of Wiseman's Ferry Road and the Old Pacific Hwy at the Kariong exit from the freeway at 9:30am and following the old Pacific Hwy all the way to Brooklyn.

Take the Kariong exit from the motorway, and turn right (not left) at the first T-junction, then left at the next street, which will be the old Pacific Hwy.

Contact Grahame Foster on foz407@westnet.com.au or on 02 4965 8226 for more information and to confirm numbers.

Busy start to year 2014

Ross Berghofer

THE HOLIDAY SEASON IS over, and so it is for your club committee.

The January committee meeting was held at the Wentworthville Leagues Club, where we discussed issues for the 2014 year. This club will also be the new venue for committee meetings — the former venue at Parramatta, the Worker's Club, has now closed.

Some of the decisions made were to re-affiliate with CAMS at a cost of \$890 and the Council of Motor Clubs at a fee of \$155.

All French Car Day is planned for Sunday, 13 July and this date will be confirmed once approval is received from Auburn Council for the use of Silverwater Park.

There are lots of activities planned for the first half of the year, including the Easter pageant at Boonah organised by the Queensland club, two events being organised by Neville Summerill and outings organised by our social director, Grahame Foster.

Information about these events appears in this magazine.

The Committee is considering the structure of club membership fees with a view to encourage renewing members to pay fees on time, the financial implications of joint member fees and to redesign the club membership renewal form to make members' obligations clear.

This latter issue is of considerable importance to H platers because if they are not financial, they cannot use their cars on public roads. There are 30 H plated cars with our club as their home club.

I notice that Peugeot Australia is now a sponsor of the Roosters. Does this mean that with the other sponsors, you can collect your VB, Steggle chickens, Solo and Four N'Twenty pies in your Pug to take home after watching the footy?

H platers, don't overlook taking your club magazine with you when you use your H plated vehicle on club outings.

In the meantime, pleasant Pugging and see yas at the February meeting.



Ross met a new friend at the club's CrashLab visit in December



President's Brekkie in 2011

President's Breakfast 9 February, 2014

Ross Berghofer

THE BLOWFISH CAFÉ has been a popular venue for breakfasts, so for the first outing of 2014 is a president's breakfast run to this venue, which has now changed its name to the Boatshed Café.

Join us for a very pleasant breakfast and chat overlooking the shore of Narrabeen Lakes.

Gaze upon the carpark full of Pugs and ducks or simply take in a latte and some atmosphere.

Breakfast is booked from 9:00am and we have a large table arranged.

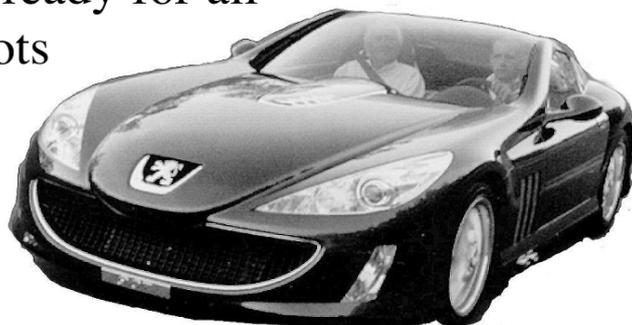
The address is 11 Narrabeen Road, Narrabeen, overlooking the lake.

Please let me know if you are coming by emailing me at ross.berghofer@gmail.com or by phone to 0409 504 551.

Families and friends are welcome to join us there.



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Hawks Nest Motorfest

8 March

Ross Berghofer

CLUB MEMBERS WHO have attended the Tea Gardens Motor Fest in previous years have reported on how good it is, with lots of nice cars and a friendly atmosphere. The date for 2014 is Saturday 8 March. Trophies will be awarded by the organisers for best vehicles and best club displays. The cost is \$10 entry per car, with funds in previous years used to support the local Surf Life Saving Club and the local NSW Rural Fire Services branch.

Cars are asked to be in position by 9:45 am for a 10:00 am start. Presentations will be at about 1:30 pm.

At the time of going to press, details were

sketchy, however an exciting program is usually arranged with exhibits of veteran, vintage, classic and unique cars and motorcycles, and they would love us to help share in the display.

Along with the cars, there will be displays by the local Surf Life Saving Club, Fire Brigade, Ambulance service, as well as other performance groups with country, classic and jazz music. Various food and drink stalls will also be available for those with an appetite.

If there are enough of us, arrangements can be made to have a designated club area. 16 trophies are up for grabs for awards such as best vehicle and best club display.

An entrance fee of \$10 per vehicle and \$5 per



motorcycle will support the local Surf Life Saving Club and the local NSW Rural Fire Services branch.

Cars should be in place by 0945 and trophy presentations will be at 1:30pm.

This is one of the largest rural Motorfests in NSW, with approximately 50 vehicle and motor-bike clubs represented.

NSW Motorkhana rounds for 2014

Round	Date	Location	Surface	Club	Contact	Number
1	Sun 23rd Feb	Awaba	Dirt	Westlakes Auto Club	Sue Humbles	0423 170 259
2	Sun 23rd Mar	Awaba	Dirt	Westlakes Auto Club	Sue Humbles	0423 170 259
3	Sun 18th May	Nirimba	Tarmac	Renault Car Club	Bob Sprague	0414 670 320
4	Sun 27th July	Nirimba	Tarmac	Renault Car Club	Bob Sprague	0414 670 320
5	Sun 10th Aug	Nirimba	Tarmac	Thornleigh Car Club	Matthew Rath	0415 525 534
6	4th & 5th Oct	Nirimba	Tarmac	Australian Motorkhana Championships		
7	Sun 16th Nov	Ansell Park	Dirt	Fiat Club of NSW	Glenn Smith	0415 345 208

Simon Craig

HERE ARE THE DATES for the six rounds of the NSW Motorkhana Championship and the Australian National Championship for 2014.

This year's AMC is held in Sydney at the Nirimba circuit, so there's one less excuse to not turn up and cheer on the competitors.

Of course, by that stage you will have entered a few rounds yourself and qualified to be a competitor.

Why not come along to the first round in late Feb and see what all the fuss is about?

Motorkhana is a great way to get into motorsport and is a low speed, car-friendly sport that most car enthusiasts will enjoy.

Visit the NSW Motorkhana web page at: www.motorkhana.com

for more info on Motorkhana and what you need to compete in this level of motorsport.

See you in Awaba in February.

OASIS

Tuesday
4 February

Reg Short

The first OASIS run of 2014 will be to the Wollondilly Heritage Centre at 43 Edgar Street, The Oaks.

We'll meet at McDonald's Penrith Panthers at 9.15 for 9.45 departure.

We'll then visit Wollondilly Heritage Centre for a tour and Devonshire morning tea (scones/jam/cream). The cost is \$8 per person, which includes the museum visit.

Lunch will be at Oakdale Workers club at around 12.30. Lunch will be Chinese beef or chicken with vegetables and fried rice.

The cost for lunch is \$12.00 including tea or coffee.

Reg Short will take lunch orders at Maccas when we meet in the morning.

Club diary

Tue, 4 February

Wollondilly Heritage Centre. Maccas Penrith.

Wed, 5 February

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

Sun, 9 February

President's Breakfast. The Boatshed Café, Narrabeen.

Wed, 12 February

Committee Meeting, Wenty Leagues Club, 8pm.

Sun, 23 February

NSW Motorkhana round 1, Awaba.

Sun, 23 February

Hawkesbury River Cruise. Brooklyn, 11am.

Wed, 5 March

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

Sat, 8 March

Hawks Nest Motorfest. See story above.

Wed, 12 March

Committee Meeting, Wenty Leagues Club, 8pm.

28-29 March

Gloucester Weekend with Grahame Foster.

Wed, 2 April

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

Wed, 9 April

Committee Meeting, Wenty Leagues Club, 8pm.

18-21 April

Peugeot Easter Pageant, Boonah, QLD.

Wed, 4 May

Wings Over Illawarra, Albion Park.

Capital Pugs and more with Neville

3-10 May 2014

Neville Summerill

A BIT LIKE A mystery tour of sights in Canberra and surrounding districts from 3 May to 10 May 2014.

Any Pug will be OK as we are not on back roads but will have some gravel.

We will be based at the Crest Motel at Queanbeyan on Crawford Street. The phone number is 6297 1677. This motel is very reasonably priced, quiet, breakfast in a dining room included in the tariff.

I will need numbers booked by the end of March 2014 on phone number 6458 7208. For any enquiries, phone Neville.

This is a chance for members, family and friends who have not seen what our national capital has to offer.

3-10 May 2014.

- Day 1:** Braidwood for its 175 year anniversary celebrations for a parade and car show. This will be great day out in this historic town. A display of 203s, 403s, and 404s would be especially welcome.
- Day 2:** Return to Braidwood for more celebrations and billy cart derby. Or to Wings Over Illawarra at Albion Park Rail.
- Day 3:** The sights of Queanbeyan in the morning and the Australian War Memorial in the afternoon.
- Day 4:** Travel to Gundaroo, Collector, Breadalbane, Gunning and Yass.
- Day 5:** Sights of Canberra.
- Day 6:** Captains Flat, Jindera, and return through Burra and Googong.
- Day 7:** Travel to Corin Dam, Tidbinbilla, Mount Stromlo observatory, and return via the Royal Australian Mint.
- Day 8:** Our longest day to Adaminaby via Tharwa, Naas, Yaouk to view the museum of Snowy Mountains memorabilia, then maybe a viewing of a tractor collection at Bunyan. Then home to Queanbeyan for a farewell dinner.

It's the big swap

Peter Wilson

IF YOU HAVE A collector car, have car stuff to unload or are interested in more parts, memorabilia, bikes or machinery, head for Clarendon on Sunday, 16 February.

The Chevrolet Association has invited members to its annual Sydney Super Swap meet at Hawkesbury Showground, with entry \$5 for lookers from 6 am plus free parking.

The venue is on Racecourse Rd, opposite the Richmond RAAF base.

Sites cost \$20 for the first adult, \$5 for additional adults (set up on Saturday). www.vvccc.com.au

Rally champs guests at show

8-9 February

Peter Wilson

MOTHER AND daughter rally champions will be special guests at the 2014 Gnoo Blas Classic car and bike show at the Sir Jack Brabham Track at Orange on 8 and 9 February.

Coral Taylor has shared the national rally crown with Neal Bates four times and in the past 10 years they have teamed for 130 rallies. She also drives the rally team's transporter to events.

Molly Taylor, 25, now based in Italy, is the top woman rally driver in Europe after winning the inaugural European Ladies Championship last year.

Entries in the annual car show on Saturday cost \$10 to book and the dinner is \$45.

On Sunday there is a scenic drive to the Orange Botanic Gardens for a picnic lunch (\$8).

Download a form from www.gnooblas.com.



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Post to Post

Neville Summerill

Date to be decided, but most likely late July and early August. Sometime in the mid-year of 2014, this tour will be from the big one tonne Corner post at Mungindi on the Queensland – NSW border and travel along the border as close as possible.

If permission is granted travel along the actual fence in some places, passing through and around 16 gates on this iconic land mark to the corner post at Cameron Corner.

Then we'll travel down along the South Australian border to Broken Hill.

Camping will be involved, fuel should not be a problem.

We start at Grenfell, then on to Nyngan and Mungindi.

Rear wheel drive cars should be OK, but if possible I'd like two 4WDers please.

Enquiries to Neville Summerill on 6458 7208.

Wings over Illawarra

4 May 2014

Ross Berghofer

Please keep Sunday 4 May free to attend the 2014 Wings Over Illawarra at Albion Park Rail.

The club is negotiating to be the feature car club this time. Last year the Citroën Car Club had over 25 cars on display and they attracted welcome attention.

Next year will be our turn to show off our cars – in all their modified or not modified glory.

This event will coincide with Pugger Buggers at Braidwood and some members may want to stay at a motel near Albion Park on the Saturday night and return to Pugger Buggers on Sunday evening.

The event itself is a stunning display of both static and flying aircraft, based at the airport that the Historical Aircraft Restoration Society (HARS) has its facilities and there is lots to see and do. 2013 saw flying displays by the RAAF's Hornets and Hawk lead-in trainers, along with a CAC Boomerang, Hudson and Meteor from Temora Museum.

Matt Hall, of Red Bull Racing fame, thrilled the crowd with a stunning aerobatic display in his MXS-R Air Race plane.

The ADF displayed a few of their

various service's helicopters and HARS had on display their F-111, Caribou, C-47 (DC-3), Hunter, Canberra, Neptunes and of course the famous Connie (Super Constellation).

Check out woi.org.au for information on the 2013 event.

Cars and their owners do not have to be members of a Peugeot car club, however cars must be in place by 10:00 am and may not leave until 3:00 pm.

In the meantime, enjoy the day and the aircraft that will be on display. Historic aircraft will be flying from 10:00 am.

Entry is expected to be \$5 per car, a big saving over the normal \$20 per person entry fee



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The Peugeot Car Club of New South Wales Inc – now 41 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. This year's in 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
ABN 86 542 472 493**

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

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

Our alliances

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

How to join

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

The Puglist

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- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.
- Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 27 February. Historic registered vehicles welcome.

Who are ya gonna call?

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Peter Wilson

THREE BIG-SELLING models helped a resurgent Renault to snatch Peugeot's crown to become the leading French make in Australia in 2013.

However, heavy discounting meant two Italian models trumped the top Renaults in sales volumes.

In a major shakeup among the minor European players, the Fiat Abarth more than tripled new registrations to come in at No 99 in model ranking volume with 2,443 new registrations while the Alfa Romeo Giulietta finished at No 109 after a 220% rise to 1,949 units.

Top French models were the latest Renault Megane (up 6 per cent to 1,898), its traditional sales leading Korean-built Koleos SUV (up 1 per cent to 1,639) and the suddenly popular Trafic big vans (up 160 per cent to 1,625, equal to a third of total French sales).

A big Australia Post contract to replace its Mercedes vans helped take Renault's total to a record 7,016 units and from No 23 place to No 19, according to official industry figures. It was still shy of Peugeot's record 8,807 total in 2007, back when its frugal clean diesels were being snapped up as petrol prices soared.

Volvo came in at No 22 with 5,174 units. Peugeot, despite rolling out new models, dropped from No 22 to No 23 with 4,412 units (5,071 in 2012), Fiat rose from No 29 to No 24 with 3,854, Skoda was No 25 with 3,555, Alfa Romeo rose from No 34 to No 28 with 2,373, Citroën struggled to reach No 34 with 1,180, behind the departed Opel's final tally of 1,610.

Peugeot had a year of ups and downs; its best sales since 2009 were in June and but interest fell off in July (240) and again in November (249) and December (214).

Negative reports about the Peugeot group's financial crisis combined with problems in the Sydney market, where Renault has a better spread of representation, would have contributed to the fall. The spring advertising push from the

new team at Sime Darby didn't have much effect against the bigger spending and clearances by the major brands.

As this issue went to press, we learned that the Dominelli family will cease to sell Peugeots at Arncliffe from the end of January, and the Arncliffe and Sutherland workshops will continue as official service units.

The Arncliffe blue box was a landmark site on the highway and had a generous forecourt that could show all the models. But the motorway exit next door meant access was awkward and along back streets; it was on the other side of the hill to the highway auto alley and it was a long haul from the eastern suburbs and Sutherland. Before long, the site was being shared with new Suzuki sales.

Muir's European was working towards Peugeot sales in Haberfield towards the end of the month.

Meanwhile, the Peugeot 208, the brand's best-seller in Europe at No 6 in 2013, became its top-selling model in Australia in 2013. Boosted by the launch of the 208 GTi hot hatch version in the third quarter, which had an initial rush, the model achieved 996 new registrations in its first full year.

The 208 outsold by 25 units the Japanese-built 4008 SUV that had been Peugeot's most popular model for most of the year with a 100 per cent rise in sales on the six months it was available in 2012. Paris was not entirely happy with the 4008 – 1,704 units sold in France last year where the 3008 sold 38,427 units – but it has proved of value in Australia with sales of 971 units.

The 208 may not hold its lead because while the 207 has been run out, with a last hurrah of 125 new registrations, its high-riding derivative, the 2008, could cannibalise its sales this year. In its first two months 92 2008s gained plates.

Traditionally, the three series – from 306

Renault gets bonus in the mail

to 308 – has been the most popular Pugs in Australia. The 308 led last year with sales of 1,072 units but it is near the end of its model life and has in-house rivals in its crossover sibling 3008 and the popular 4008 and, in 2013 its sales fell 39 per cent to 656 units.

Automobiles Peugeot is bullish about the new model 308, which is now on sale in Europe, saying it offers a better driving experience than the VW Golf, Europe's best-selling car, and is more attractive and sporty in design, and has more premium features. With looks similar to the 208 styling, it won't be available until March or later.

Interest in Peugeot's other important model, the 508, dropped by a third from 1,085 units in 2012 to 667 last year.

The glamorous RCZ continued to sell steadily, with another 157 on the road, half a dozen shy of the 163 in 2012. The arrival of the hot RCZ R in March should see some trade-ins available.

Peugeot continues to hold off on its hybrids here, possibly because of their expense and having plenty of other models, while Australia's fleet of hybrid trucks grows steadily.

Australian vehicle sales reached a record 1,136,227 units in 2013 and Toyota took 18.9 per cent of the market, which now has 65 brands.

The Toyota Corolla (43,498 sales or 3.8 per cent market share), was the most popular model, followed by the Mazda3 (42,498), HiLux (39,931), Hyundai i30 (39,582) and Holden Commodore (27,766).

The trends were more small car sales, strong

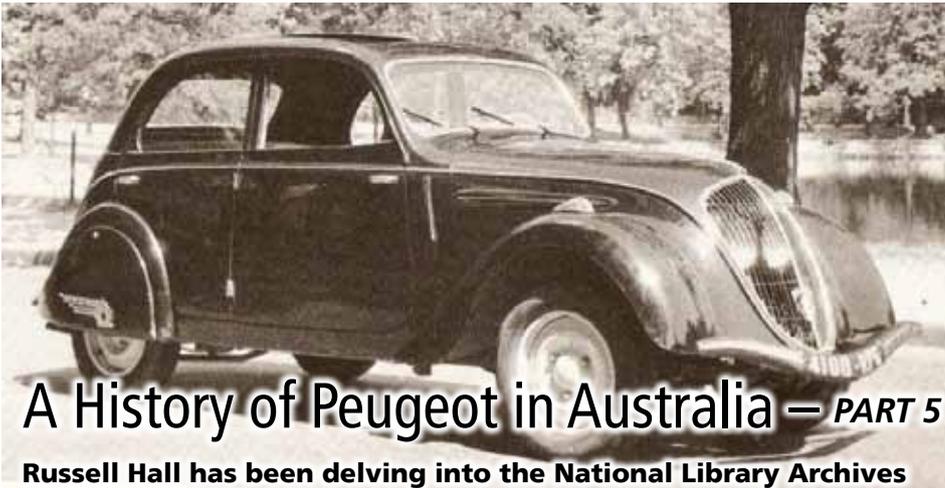
Overtaken: Interest in the Peugeot 208 hotted up at the end of the year to beat the 4008, the early Australian sales leader.

SUV growth, 5 per cent more business purchases of SUVs and more private purchases of light commercial vehicles, the Federal Chamber of Automotive Industries said.

Passenger car sales were down slightly to 49.9 per cent, SUV up to 29.4 per cent and light commercials 18 per cent.

The SUVs most in demand were the Mazda CX-5, Hyundai ix35 and RAV4.





A History of Peugeot in Australia – PART 5

Russell Hall has been delving into the National Library Archives

Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.

The 1930's had ended with French cars losing nearly all their market in Australia. In 1939 only 73 new French vehicles were registered, mostly Renault 12HP's. Of the French makes, only Renault had a continuous Australian presence throughout the 1930's although Citroen maintained its dealers. These firms had an advantage which allowed them to quickly import after the war. Peugeot had not only left the Australian market in 1933 but had lost its dealer network. None of the Peugeot dealers of the 1930's maintained a service network or took up the agency again after the war. This made life difficult for Peugeot owners. By 1940 the only firm advertising parts for Peugeots was Bateman's wrecking yard in Bankstown. Keeping a Peugeot on the road during the war years would have tested the ingenuity of the most enthusiastic owner. Metric sized tyres were simply impossible to obtain.

Postwar prosperity may have been just around the corner but it wasn't obvious in 1947. Ration coupons and shortages were still the order of the day, made worse by a wave of strikes. While most people had been prepared to put up with restrictions for the sake of the war



The 1938 model 202 - note the different wheel construction



effort, they had become irksome in the second year of peace. The motoring writers politely hinted at the question people were asking – didn't we win the war – but public outrage bubbled to the surface when reports came out that German motorists were getting new cars at favourable prices. Suggestions that Japanese cars could come to Australia were firmly rebuffed. A permit was required to purchase a new car and the hated petrol rationing remained in force even though motorists could see no reason for it. There was an extreme shortage of motor vehicles in Australia. Cars were in short supply and there were many cars from the 1920's on the road. Parts makers reported they were producing parts for models no longer on the road anywhere else in the world. The Commonwealth countries had an extreme shortage of American

dollars (the dollar crisis) which made it increasingly difficult to obtain the American cars favoured before the war. The English vehicles which held nearly half the market were also in short supply as England was shipping as many as possible to America. Australian importers began to look to the European countries which were rebuilding their motor industries and desperately needed foreign currency. This opened the door for the import of large numbers of French cars into Australia.

Peugeot had quickly put its factory back into production after the war producing the pre-war 202 and a light truck. The 202 was only an interim model until the new 203 could be put into production. Although the 203 was ready at the end of 1947, its introduction was delayed for a year to allow the installation of modern production equipment. The 202 was produced alongside the 203 until June 1949. Sufficient numbers of the 202 were being produced in 1947 to export to earn foreign currency, although production at Peugeot was disrupted in August with



A pre-war 202. The first models had the wipers at the top of the screen.



Postwar 202 BH decouverable

all 10,000 workers going on strike for an extra 15 francs an hour.

The 202 was a small 1133cc car introduced at the Paris Show of 1937. It had an attractive streamlined body and a distinctive waterfall grille with the headlamps enclosed behind it, like the 402. Styling was modern with large glass areas, no running boards and thin pillars. The rear wheel arches were enclosed with the spats having a chrome art deco lions head attached. The body was welded steel attached to a bloctube chassis. This made it very strong, free from squeaks and rattles and suitable for rough roads. There was no opening boot and the spare was carried under a cover at the rear. The first model unsuccessfully experimented with torsion bar suspension but a change was made to a transverse front leaf with leaf springs on the rear. A smooth, quiet ride on rough roads became one of the selling points of the 202. The wet sleeve motor produced 30 bhp and gave the car a top speed of over 60 mph and economy of 40 mpg. It was regarded as exceptionally smooth. Motor found it quiet and vibration free even at 60 mph. Taking 27 seconds to get to 50 mph may seem leisurely today but was well up with British 10 HP's and the car pulled strongly on hills. The 202 was considered to be quite charming and one of the best small cars available. After the war a modernized version was produced, the 202BH. It had modern wheels, 203 type hydraulic shock absorbers and hydraulic brakes. Its claim to be a luxury small car centred on the fan powered heater demister "airconditioning" system mounted in the car as first seen on the 402. Electric wipers were also unusual. Due to shortages of chrome after the war some cars had items of trim deleted. Despite its virtues the 202 was still a pre-war design and was subject to some

criticism in the French press in 1947 for being out of date.

The 202 and 402 were produced in right hand drive from 1938. The 202 was shown in London but was not listed in The Autocar. Both models were definitely sold in South Africa. No Australian firm took the agency up. Private imports were possible and there was at least one privately imported 202 on the roads of NSW. No pre-war original import 202 has surfaced in Australia.

The first postwar appearance of Peugeot on the Australian market was October, 1947 when Sporting Cars in City Road South Melbourne advertised a "limited number of Peugeot convertible coupes and sedans offering exceptional riding comfort, speed and economy." Sporting Cars was a second hand dealer that had sold used Peugeots in the 1920's. Commonwealth import figures for 1947 note six Peugeots so numbers really were limited. Sporting Cars did not advertise themselves as Peugeot agents and there is no indication of further new car sales in Melbourne. It is possible that the 202 resident in Portarlinton during the 1950's was one of these cars. It is most likely that these cars were imported directly by Peugeot through their factory representative. At the start of 1948 Motor Manual announced the 202 was to be introduced into Australia. Over the next months the first Peugeot dealers were quietly appointed but no sole agent for Australia. The role of Peugeot became more obvious at the end of June 1948 when the new Peugeot

factory representative for Australia, Mr. J. Larkin, arrived in Melbourne on board the Grootekerk with ten 202's in the hold. Larkin said the desperate need for Sterling had made his company try the Australian market and that supply was only limited by a shortage of shipping. The first firm to advertise as a Peugeot agent since 1932 was W. Field & Co of Devonport, who ran an advertisement on June 18th 1948 promising July deliveries of the new Peugeot (made specially for rough roads) under the slogan, "practical people prefer Peugeot". Other Tasmanian dealers soon followed – Bewglass motors in Launceston and Hilyards in Hobart. Release of the car in NSW was delayed by a registration requirement that the headlamps be re-mounted on the wings but by August Raymond Motors

PEUGEOT 5-SEATER SALOON CARS.
12 h.p. and 40 m.p.g.
Outstanding Features include—

- WET SLEEVE O.H.V. MOTOR
- INDEPENDENT FRONT LINE SUSPENSION
- LOCKHEED HYDRAULIC BRAKES
- FULLY IMPORTED ALL-STEEL BODY WITH SUN-SHINE ROOF.
- 14ft. 9in. TURNING RADIUS
- WHEEL BASE 96in.

Call and inspect these amazingly low-priced Saloons.



BEWGLASS MOTORS
 56 PATERSON ST., LAUNCESTON
 Phone 1296.

Now available for immediate delivery.

WM. FIELD & Co., Cr. Rooke and Stewart Sts., Devonport, Phone 641



in Flinders St Sydney were advertising the 202. In March 1949 the car was released in Western Australia through McAlinden Motors in Perth. There seem to have been no other new 202's on sale in Melbourne after 1947 with one exception. In October 1948 a new 10 cwt metal cabin Peugeot utility was being offered by a Mr Douglas at the Malvern Star depot in Elizabeth St. The 202 was still on sale in Tasmania as late as July 1949.

The 202 was offered for around 675 pounds or 745 pounds taxed. This was about \$41,000 at current values. Terms

were available on 260 pounds deposit. The West Australian price was forty pounds more. Curiously the Motor Manual road test of July 1948 quotes a higher price – 825 pounds untaxed for the saloon and 757 pounds for the drophead coupe (decoverable). Car prices in this period were difficult to follow. Price controls had been in place during the war for new and used vehicles. Prices of established models seemed to have been controlled whereas importers of new models could charge what they wanted. So a Chevrolet Fleetmaster or Ford V8 was listed at much the same price as the 202 even though delivery was unlikely. This was a challenge for advertisers –

to convince motorists their model was worth waiting for. People were invited to pay a 50 pound deposit and put their names on the list with no promise of a delivery date which might be a year or more distant. Raymond Motors used the immediate delivery of the 202 as a selling point – “bring home a Peugeot not a promise”. In December 1948 they were promising delivery before Christmas. This was also true of the other European importers offering pre-war designs - the Fiat 1100, Renault Juvaquatre and Simca 8. In quality and design the 202 was superior to all three. The competition was much cheaper – the 10 hp Ford Prefect was just over 500 pounds and the new design Austin A40 just slightly less than the 202. The French price of the 202 was just over 400 Australian pounds so the mark up for the Australian market was high.

The 202 did not sell in quantity. It is believed total sales for 1947- 49 were around 90 vehicles. This why the 202 is largely ignored in the history of Peugeot in Australia. If the car was such a good design, why didn't it sell? It was pre-war, was comparatively expensive and the new dealer network was not strong or lasting. Without knowing its unique virtues, people judged it by the standards of British 10hp's which were far from desirable. Based on previous experience, there was every possibility the car would disappear from the market leaving no parts and low resale values. This is a pity as it would have earned a solid following in Australia. Few cars survived to restore. In actual fact the 202 held its value well and in 1955 a good example still had a valuation of over 400 pounds. As an attempt to re-establish Peugeot



AVAILABLE NOW

For Immediate Delivery

**THE WORLD-FAMOUS
PEUGEOT**

12 h.p. All-Imported Saloon - Bodies with Sunshine Roof

Main features include—4 cyl. O.H.V. motor for economy and performance. Detachable wet cyl. sleeves for long life. Lockheed brakes for safety and simplicity. Independent springing for that big car comfort and 40 miles per gallon.

Full Price £745
(Including Sales Tax)

EASY TERMS ARRANGED - Highest Allowance on Your Present Car - Several Bargains in trade-ins—See us for particulars

WM. FIELD & CO.

Field's Corner - Phone 641 - DEVONPORT

on the Australian market, it was only a partial success. But at the same time the last 202's were being sold in Tasmania the first 203's were being landed in Melbourne by a major firm as a result of quite separate negotiations. Within six months Peugeots were being imported by the shipload. The brightest period for Peugeot in Australia was about to begin.

40 MILES OUT OF EVERY GALLON!
—YOU'LL GO FURTHER IN THE



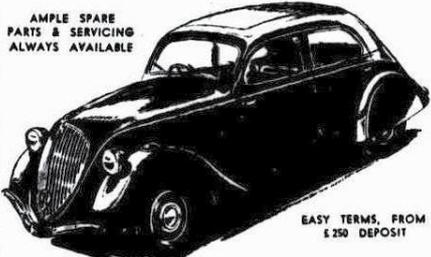
The Peugeot 202, roomy 12 H.P. Passenger car—travels more than 40 miles on a gallon, well over 400 miles on a single filling of the tank! That's why buyers are switching to the economically priced Peugeot.

The utter smoothness of its phenomenal spring-line makes a rough, bumpy road like velvet! There's the new Peugeot welded steel body and rigid frame . . . engineering out the old-time squeaks and rattles.

More pleasure per mile—and more miles per gallon—that's what you've got in a new Peugeot 202.

“PEUGEOT” BUILDERS OF FINE CARS SINCE 1890

AMPLE SPARE PARTS & SERVICING ALWAYS AVAILABLE



EASY TERMS, FROM £250 DEPOSIT

Immediate Delivery—Leather or cloth optional—Highest allowance on your present car.

RAYMOND MOTORS Pty. Ltd.
67-69 Flinders Street, Sydney.



Announcing the first post-war shipment of the

PEUGEOT 202 12 h.p. SEDAN

The 12 h.p. gives up to 40 m.p.g.

Outstanding features include wet sleeve cylinder liners, independent front suspension, 14ft. 8in. turning radius, 96in. wheelbase, £3 licence.

Immediate Delivery

On display at

McALINDEN MOTORS

Are you coming to the Peugeot Pageant at Easter?

Register by 13 February

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

Kay Marken

MANY OF YOU HAVE stated you are coming, but we have not yet received your registration forms.

Please let us know ASAP so we have enough badges and goodies ordered, and so we can actually organise the finer details in advance.

We would love to have you there!

So, please communicate something along these lines, inserting your name/s so we know who we are talking to:

“----- is/are definitely coming and intend staying at The Outlook with you all.”

Or:
“I hope to be at the Pageant and intend staying at The Outlook with you all”

Or:
“----- is/are definitely coming and have booked at a motel”

Or in the case of one already received:
“Devastated that I have to be at work on both the Thursday before and the Tuesday after in Victoria so will not be able to attend the Pageant.”

Or whatever your message, please let us know. If you are coming, send the registration form in by 13th February as well, with a deposit naturally preferred.

Final moneys are due 5 April 2014

Please be aware that when you pay your fees for the Pageant, if you take the full option of staying at The Outlook, YOU WILL HAVE NOTHING ELSE TO PAY from Friday afternoon tea to after Monday breakfast.

Yes, every afternoon tea, morning tea, lunch, dinner, breakfast (hot breakfast every

day) and tea and coffee as much as you can cope with, all included, as well as your accommodation and bag of goodies, all covered by the fee. Our caterer has promised no one ever goes hungry when she caters!

I have been to other Pageants where I have had to pay extra for meals such as the Friday evening, and for afternoon teas etc, and unfortunately on a few occasions where the food has run out.

Not this time!

And don't forget, you can do your washing for free too! And stay extra nights for only \$30 per person per night!

So, let us know if you are coming so we can plan an even better Pageant.

For all Pageant forms and information: www.peugeotclubqld.org.au/2014%20pageant.html

You can email us at:

2014peugeotpageant@peugeotclubqld.org.au
— for the 2014 Pageant Committee



Unit 7



Nearby Lake Wyaralong

Graeme Cosier

WE HAVE BEEN VERY fortunate in organising a guest speaker for the March club meeting.

John Wall formally worked for RMS but is now the Manager for Road Safety Technology at the Centre for Road Safety at Transport for NSW and has been given approval to speak to us and show us his car fitted with many interesting gadgets.

His talk will focus on new and emerging road safety technologies.

I heard John speak last year and he was a very interesting and engaging speaker.

I'm sure many partners of members will also find this talk interesting, so am hopeful that we can get as full a hall as possible to both learn something and to ensure it is worthwhile for John to join us from his base at Wollongong.

The Centre for Road Safety is responsible for leading the development and research of emerging road safety technologies in Australia.

Of particular focus is the assessment of intelligent safety systems such as GPS, wireless communications and video detection systems.

Some systems under investigation include smart camera crash prevention, lane departure

warning, in-vehicle and roadside collision avoidance, night vision, and driver fatigue detection and warning systems.

Please join us at 8pm on 5 March for what should be a very interesting and special night.

Guest Speaker for March meeting

We will be able to have John's work vehicle in the hall to assist him with his talk.



Gloucester Weekend

Grahame Foster

THE CLUB IS organising a weekend run on sealed roads for any Peugeot, with the option of it being a day run for those who are unable to stay overnight.

Commencing at Wollombi, we'll travel via Bulga, Gresford and Dungog for lunch at Chichester Dam.

Following lunch will head down Stroud Hill Road to Gloucester, where accommodation is available at the Gloucester Country Lodge Motel.

Dinner will be next door at the Fairway Restaurant in the Gloucester Country Club.

The following day (Sunday) we'll start at 9:00am to drive to one of the lookouts over the Gloucester Valley and then south to Stroud for morning tea.

From here we'll take the back roads to Clarendtown and Morpeth, where we finish at lunchtime. Morpeth has a wide variety of eating

options and interesting shops. Please book your accommodation with Tania & Phil Harvey at the Gloucester Country Lodge Motel on 02 6558 1812 which will be \$120 bed only. Mention the Peugeot Car Club of NSW when booking to ensure you get the best rooms

which are being held for us.

Please advise Grahame Foster on foz407@westnet.com.au or 02 4965 8226 whether you will be attending.

An information pack which includes the ala carte menu at the Fairways restaurant will be sent to you, and/or handed out at Wollombi before we start.



THE WOLLONGONG Sporting Car Club invites our club to hillclimbing at Huntley. Huntley Hillclimb is located at the far western end of Avondale Rd. Turn off the Princes Highway at Huntley Rd at Penrose (a suburb of Wollongong) and follow it all the way out until you reach the foot of the mountain.

This year there will be five multi club hillclimbs and a round of the NSW Hillclimb Championship on September 14.

The multi club events are open to members of all CAMS affiliated car clubs.

The first hillclimb on 2 February is a promotion day with a special offer for females and under 21 year old drivers who have not competed at Huntley Hillclimb before.

We will be offering free 2014 membership and free entry to the event. All females and under 21 drivers continue to get half price entry at all of our hillclimbs.

Supplementary regulations and entry forms can be downloaded from the club website www.wssc.org.au/download.shtml

The full Huntley calendar is as follows:

- 2 February
- 13 April
- 1 June
- 27 July
- 14 Sept (NSW Hillclimb Championship)
- 16 November

Financial members will have priority entry to special events and also be eligible for the Annual Awards to be presented at the Christmas Party.

For 2014 it will not be necessary to register for the Champion of Huntley series. All members will be automatically entered.

In this series you will receive a point for each run completed and points for position in class.

We have the road registered point score with points for position in class, the driver's point score receives a point for each event you drive in.

Huntley Hillclimbing

Last year the Wollongong Sporting Car Club went on a membership drive to attract women and boost club numbers.

Starting the 2012 season with just one female driver, Jo Bell — who also happens to be the club's president — they finished the year with 11 female members out of 100.

"The idea is to get young kids off the street and give them a go out here," Ms Bell said at yesterday's Huntley Hillclimb, the first of six for the 2013 season.

"We have two 14-year-olds here today, which is a boost for the club and hopefully that will encourage others to have a go.

"A lot of kids think they are untouchable, but they can come here, learn a few road rules, and do so in a safe environment under guidelines ... if they misbehave they will be asked to leave.

The two 14-year-olds taking part in yesterday's event were twin brothers Ryan and Josh Glinn.

They made the trip down from the Hawkesbury region for the event.

The pair took turns driving their Triumph Dolomite Sprint up the steep 658-metre course.

The brothers had restored the car which had been sitting in a paddock for 12 years.

Josh said the brothers had learned to drive using the family's paddock basher and said that despite a few problems with third gear, they "didn't do too bad" in their first competitive drive.

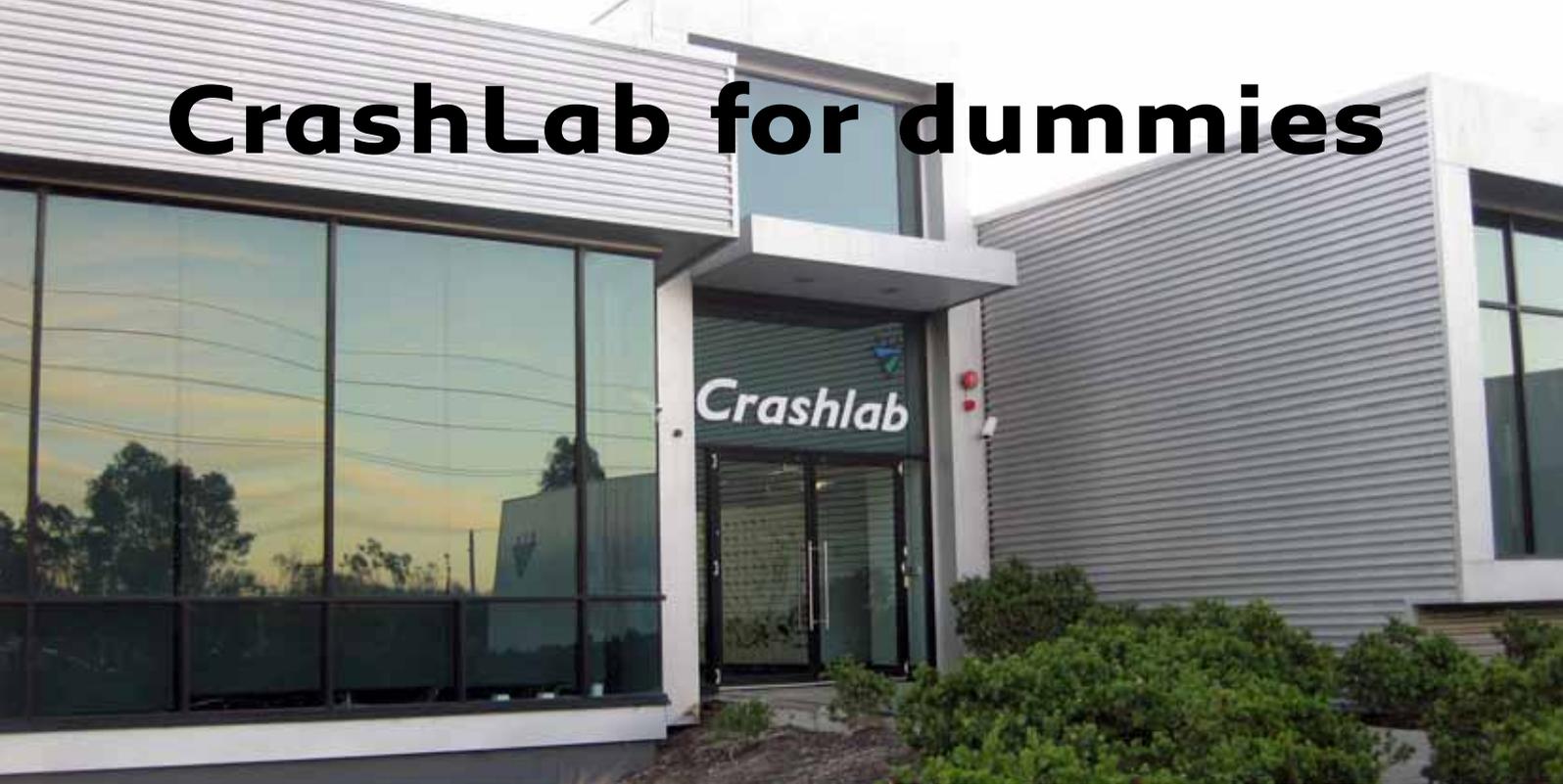
Ryan said his first drive was "an energy rush" and hoped it would be a step towards becoming a "proper" racing car driver.

The boys worked on the car with their father Howard, who was a little taken aback at first by how steep the course was.

"This is a good chance for them to learn and have their first go at racing up the hill," he said.



CrashLab for dummies



Graeme Cosier

21 PEOPLE, including a couple of partners who were allowed to exceed our maximum group number, recently inspected the RMS Crashlab at Huntingwood near Prospect.

This world class facility was opened in 2005 after having been at Rosebery since 1970.

It was a very interesting afternoon that included several videos of crashes both with other vehicles, roadside barriers, and a large block of concrete, followed by an inspection of the dummy lab, motorbike and cycle helmet test area, child restraint test area, car seat and seat belt test area, and the 200m long runway and vehicle crash area. This also tests air bags.

They have crashed more than 750 vehicles over the years. Did you know that if you sit too close to the steering wheel, you will be injured by the steering wheel air bag, rather than have it protect you? In the event of an accident, you need to hit the already expanded air bag, rather than hitting one expanding towards you at 300 km/h during the 3 milliseconds activation period.

We also examined some of the crashed vehicles, which was an interesting comparison. We saw a 1989 Astra that undertook a 60km/h crash. According to the dummies, the driver would not have made it, and the passenger would have spent some time in hospital.

With a 2005 Astra that had also undertaken a similar 60km/h crash, the roof wasn't buckled, the doors could still be opened and the windscreen wasn't even broken. The driver and passenger would have walked away uninjured!

It was a very good example of how quickly manufacturers are improving their cars. So much so that a 2013 five star car (which is the safest available currently), is a better car than the 2012 5 star car. The 2014 5 star car will be better again!

We were fortunate to have Ross dal Nevo — the Crashlab manager — show us around, for which we thank him. I'm sure others will agree with me that his passion for his job and road safety was very evident.

He has asked that this inspection be not mentioned to other groups as inspections are NOT generally available due to the small staff numbers.

Our inspection ended up taking about two or so hours, being so interesting and with many questions from members.



Crashlab Manager Ross dal Nevo explaining the testing procedures

The evening continued for most people at Wenty Leagues Club, where we had a very nice meal and many laughs, and even coffee later in the evening for the stalwarts. It is a very nice club with 4 or 5 different eating locations within it.

It was another great and interesting club event that you probably missed. We even had members attend from Newcastle, Mudgee and near Morisset on Lake Macquarie.

Peugeot gets its mojo back with the RCZ-R



GoAuto.com.au reported in July 2013 that Australia will get 40 RCZ-Rs, due in March 2014.

John Simister

HAS THERE EVER been a more powerful roadgoing 1.6 than this one? No-one I've talked to can think of anything to beat the new Peugeot RCZ R's 201kW, equivalent to 126kW per litre. That specific output is beaten by the 134kW-per-litre Mercedes A45 AMG's 2.0-litre motor, true, but so huge is that car's turbo-charger that the A45 has to have a double-clutch transmission to mask the lag with clutch slip.

The Peugeot, now on sale in the UK at £31,995, has no such electronically managed fudging. Its enlarged turbocharger has a little lag, yes, but it's easily driven around and is followed by a progressive, easily controlled onslaught of torque thrust – enough to hurl it to 100km/h in 5.9 seconds and on to an electronically limited 250km/h.

Not that such docility was immediately apparent as I set off towards the Col de Vence for the first test drive. Changing up to third gear and re-applying the power elicited a chirrup and a tug from the front end suggestive of a caged, er, lion trying to escape. This could be Peugeot's belated riposte to the first Ford Focus RS, I thought.

Not so. I must have driven over a slippery patch, because the next few miles of sinuous mountain-climbing revealed the Peugeot to be a friendly, balanced and confidence-inspiring machine.

It's very fast but never edgy, so sometimes you feel it should be yet faster until you look at the speedometer and realise how unwise that might be.

Its Torsen differential's calibration is beautifully judged, allowing terrific traction without any tugging or stiffening of the steering, and despite a lower ride height and 9in-wide, 19in-diameter wheels the RCZ R still rides calmly through its

firmness.

That benign firmness comes from suspension 14% stiffer at the front and a hefty 44% stiffer at the back.

The rear anti-roll bar is also stiffer but the front one is slightly softer, helping traction but also making clear that pointability was the chassis engineers' priority, with revised camber, castor and toe to suit.

This has been achieved without any waywardness in the tail; you can brake late, point in and power out with terrific poise and precision, feeling the forces through steering not dulled by electric assistance (it's old-school hydraulic).

The six-speed manual shift is smooth, precise and a proper control interface that goes well with the solid, powerful brakes (with new four-piston Alcon front calipers) and a keen on-boost throttle response.

The engine has strengthened pistons, con-

rods and world-first polymer-coated bearings, and the aluminium block is heat-treated for extra strength.

By modern turbo standards it sounds quite keen, and – astonishingly – its official CO2 output is lower than those of all other petrol-fuelled RCZs.

Perhaps the best thing, though, about this mean-looking coupé with the double-bubble roof is that you drive it as the proper car it is. You put a key in the ignition switch and turn it: no silly start button. It has a manual handbrake as well as a manual gearbox.

And there are no 'sport' settings or damper modes to fiddle with.

The engineers set the RCZ R up the way they thought it should be, and I'd say they've got the fastest-ever road-going Peugeot just about spot on.

— from *classicandperformancecar.com*



Peugeot kissed two billion goodbye



Peter Wilson

AUTOMOBILES PEUGEOT banked on its novel 1007 being a hot-selling city car when the company toolled up its Poissy factory near Paris to produce the two-door mini-van in 2004.

With electrical sliding doors that made it easy for drivers and passengers to slip out in the tight parking places that challenge European motorists, it was meant to spearhead an entirely new category.

The novelty of the design ensured the 1007 had a good run in the motoring press and Peugeot Automobiles Australia at first saw it having possibilities to include it in its range with pricing in the mid-twenties.

Peugeot hoped it could win buyers as a cult success or it could even begin a new trend in the small car experience, as hatches did in the early 1960s, according to *Automobile Europe Monthly*.

It wasn't. It was too expensive.

Peugeot was ready to build 150,000 to 200,000 1007s a year. Instead, with most buyers liking small cars just the way they were, Poissy produced 75,000 units in the first year and the numbers fell off in subsequent years until it was discontinued in 2009.

The 1007 didn't make it to Australia, not even as a motor show novelty. When it came to pricing negotiations for the right-hand-drive versions, this new European parking solution would have cost too much to appeal to the Australian market.

The model became one of Europe's "catastrophic commercial failures" and it helped Peugeot slide towards a financial crisis, according to a report from Bernstein Research.

The analysts concluded that the 1007 cost the automaker an estimated €1.9 billion over its life cycle.

The 1007 shared underpinnings and engines

with the Peugeot 206. However, the loss on tooling up for its special exterior and interior works out at an estimated €15,000 a unit over its life cycle, according to Bernstein.

Its failure had a long-term effect on the use and viability of the Poissy plant.

At least it was Peugeot's only dud in a highly competitive market where excess factory capacity and slim profit margins meant if designs fell anywhere short of their production costs and targets they could grow into major money losers.

It didn't stop Peugeot from innovative designs such as the hard top-up-or-down CC models, although that involved recycling and redesigning for scale production a handbuilt design from the 1930s Eclipse models, or the RCZ bubble-topped coupé which has its assembly on 308 underpinnings outsourced to Austria.

But what have seemed attractive concepts, such as the sleek 908 supercar and the Ace of Hearts sporting concepts, have not made it to the production lines.

When Peugeot axed the 607 when sales began to fall off, it didn't risk the millions more being spent in developing a successor.

Still, other maker's major flops have swallowed even more cash, Bernstein's Max Warburton revealed, according to *Automobile Europe Monthly*.

Mercedes blew €3.35 billion on its first generation Smart For Two and another €1.7 billion on its first front-wheel-drive mini, the A Class. Its youthful whizbang designers upgraded the two-seat microcar to supercar specs. Built in a new factory in France, it had poor sales from 1997 and burned €4,480 a unit. The A Class had huge start-up costs, flunked the Swedish elk test for lane changing and fell 50,000 units short of its production target of 250,000.

Volkswagen had a couple of stinkers in its Phaeton and its Veyron supercar. The Mercedes

Sliding away: A long-time Sydney Peugeot dealer told *The Pugilist* it would be difficult to sell the 1007 to his customers.

C class rival was built in a new factory with a new platform and saw off €1.99 billion with a €28,101 per unit loss while poor sales of the 430 km/h stalker, hand built in another new factory, meant the production worked out at an amazing €4.6 million each. Discounted to €1 million because of the global financial crisis the model sped off with losses of €1.7 billion.

Renault had double flops, too. The third generation Laguna misjudged its market that was switching to SUVs while the Vel Satis was too ugly for the luxury trade and had to be discounted heavily. The losses racked up were €1.55 billion and €1.2 billion respectively.

Fiat's all-new Golf rival, the Stilo, crippled Fiat with losses of €2.1 billion. Huge discounts after its 2001 launch got output up to 180,000 a unit, still well short of the 380,000 unit target.

Jaguar's X Type, launched in 2001, has been its biggest seller yet, with 362,000 units sold to date but Bernstein Research says its losses of €4,687 a unit added up to €1.7 billion and nearly finished the company. The analysts felt Jaguar dealers were inexperienced at the luxury price point, Europe was after diesels, no coupé and convertible versions were available, and potential buyers were snobbish about its Ford Mondeo platform.





I want to hear your engine

Steve Palocz, Peter Wilson and Guy Masmonteil with some of Steve's collection

Peter Wilson

FRENCH PEUGEOT collector Guy Masmonteil was in for a surprise when he made his first Peugeot call in Australia in late December.

Steve Palocz, while showing him around his highly organised Peugeot/Jaguar workshop, produced a catalogue from Dedenato and told Guy the German supplier had a parts range for his Peugeot 202.

"You mean I came all the way to Australia to discover where I can get parts for my car in Europe?" Guy exclaimed.

Guy is long-time president of the French pre-war Pug club, Les Amis du Lion, and came with his wife Annie to Sydney where their daughter Julie plans to study law this year at the University of NSW. Their aim was to see the famous sights – Opera House, Bondi, etc – guided by a long-time friend who is living in Sydney and to call on fellow Peugeot enthusiasts.

The 202 is Guy's first Peugeot, dating back to his youth and he now has 10 Peugeots at his four-hectare rural home.

He explained that his club had fewer than 100 members and offered to exchange its magazine, which is now emailed to members.

After visiting the Blue Mountains the party called at Chez Palocz, where Steve and Keiko had refreshments ready, on their way home to a borrowed house in Ryde.

Guy showed photos of his pride and joy, a 1934 402 cabriolet, one of only 10 known to exist, and featured on his club's logo, and we admired its magnificent recent reupholstery job. Most of the survivors are in France and the Netherlands.

His collection also includes a Peugeot 203 sedan that had a very low mileage when he bought it. Guy said he was pleased to have acquired a Darl'Mat-style manifold with twin carbs and exhaust headers to pep up its performance.

He checked Steve's high-mileage 504 Ti and was intrigued that Steve had recently made a weekend dash to Melbourne in his 404 wagon Lucille.

Guy had a great time inspecting the cluster of treasured Peugeots at Berowra. He recognised Peter Nash's 203 from photos published in France and inspected its repairs made after it was hit by a kangaroo on the Redex Rerun.

Peter, Phil Challinor and Doug Smith had plenty to tell about their Peugeot adventures and their cars.

At the Cosiers, Guy was surprised at the number of 505 wagons on the lawn and when he learned Anne's 403 was a low mile sedan, he asked if she could start it so he could hear how its engine sounded. The 403 has not had an outing in possibly more than a year and Anne crossed her fingers that it would start. However, the engine fired on the third attempt and its music was nicely in tune.

He later wrote on his club's facebook page: "The Peugeot have hard life here... but they show their strength."

Guy had a big list of people to visit. I'm not sure if he saw anyone in



Guy with Robyn & Phil Challinor and Doug Smith (seated)

the Hunter as he lost access to his emails and addresses on his first visit. His busy itinerary included a flight to Melbourne, a run to Canberra and a road trip along the north coast.

Still, the French energy company chief certainly caught up with a lot of Peugeot amis and their cars while he was here.

He had to return home to help prepare his club's stand at the huge Retromobile old car display in Paris.



Guy's pride and joy, a 1934 402 cabriolet

Racy South African Pug

Dawid Botha

A few Club Peugeot Afrique du Sud members had the privilege to attend the official launch of the Peugeot Racer after an intensive restoration project of 2 years.

The car is a fully restored Peugeot Racer, based on a 402, at Franschoek Motor Museum, near Stellenbosch.

This car has a long South African history from when it was built by Mr Don Taut in Johannesburg during the early 1950s.

Back then he used various parts from various vehicles in order to get the ultimate result, ie. Dodge brakes, Austin 7 seats, a supercharger that formed part of an aeroplane engine fitted with 2x SU carburettors, etc.

The car now belongs to Mr Johan Rupert and is displayed at the Franschoek Motor Museum, near Cape Town in South Africa.



Club members Ian Loubser, Gerald & Jacqui Dunbar, Deon de Waal and Loek Blom

Chassis no.5 seen here in 2008 as 24Hrs of Le Mans entrant no.7 before the race. It finished 2nd.



A 2008 EX-WORKS Peugeot 908 HDi FAP will be sold at the 2014 RM Auctions Paris sale on February 4-5 during the week of Salon Retromobile.

The auction house estimates it will add €1,400,000 to €1,800,000) to the cash-strapped Peugeot coffers.

Peugeot Sport developed the 908 for the Le Mans Endurance Series. The 908 was first seen in the 2007 season and was the result of two years of development work that was aimed at showcasing its diesel engine technology.

The Peugeot factory has consigned the car on offer, chassis number 05, to RM and it

Be quick for your own Le Mans Pug

is offered for sale in full Works race trim, with its factory-built V-12, 5.5-litre turbocharged diesel engine.

It was campaigned successfully during the 2008, 2009, and 2010 seasons in the LMP1 category of the Le Mans Endurance

Series, and the highlight of which was a second place overall finish in the 2008 Le Mans 24 hours, where it was driven by Formula One world champion Jacques Villeneuve, alongside co-drivers Gene and Minassian.

Privateer Jean Rondeau's M482 Le Mans GTP, the first of three cars built in 1982 and raced in five 24 Hour Le Mans with a best finish of 12th, is also for sale. It has a John Nicholson 3.3 litre Cosworth V-8 engine and could be raced in the Le Mans Classic. Its estimate is up to €250,000.

Peugeot has a history of selling off its racing cars to help make way for even better ones.

An example of this was the sale of the cars raced in the early US Indianapolis series with their pioneering dual-overhead-camshaft, four-valve per cylinder engines.

A reminder that the Americans copied and further developed the Charlatan team's Peugeot designs is the news that the prestige US Amelia Island Concours d'Elegance will pay tribute in March with a special class for Offenhauser-engined cars to mark their domination of American open wheel racing for five decades. Engine builder Harry Miller came up with his version of the Peugeot engine to dominate Indianapolis races of the 1920s and to power racing hydroplanes. When Miller was bankrupt in 1933, his shop foreman Fred Offenhauser bought Miller's assets and designs and with Leo Goosen further developed the racing designs.

Their engine with the cylinder head cast into the block, eliminating the need for a potentially fragile head gasket, took its first victory at Indianapolis in 1935 and later, from 1947 to 1965 won in 18 consecutive years.

Amelia Island plans a seminar with a panel of great Offy drivers to talk about their experiences.

First motorway pub in England opens

UK HIGH STREET pub chain JD Wetherspoon has opened the doors of the first motorway service station pub. Located at Beaconsfield services on the M40 in Buckinghamshire in the UK, the pub will be open from 4am to 1am seven days a week, raising concern among road safety campaigners.

The Hope and Champion pub will be able to sell alcohol from 9am and is claimed to be "the first of many Wetherspoons on the motorway" by chairman Tim Martin.

Road safety group, Brake, is concerned about the opening, with a spokesman telling the BBC: "The

opening of a pub on the motorway could be of real concern unless safeguards are put in place with strong messages to warn about the dangers of drink-driving."

"As it is putting temptation there in front of drivers, it is doubly important the messages are extra clear. Our advice to drivers is if you are driving, don't drink any amount of alcohol."

The organisation claims one in six deaths on UK roads are down to drink driving. In 2012,

280 people were killed and 1,210 suffered serious injuries in crashes caused by drivers over the drink drive limit.

— from AutoExpress



Bill and Brenda Arnold stop for refreshments

Calling all 203 owners to extract some interest

Ron Gruber

I BOUGHT SOME extractors from South Australia, with the idea that they would fit on a 203 with a 403 engine like mine. Alas, they are not the same.

I decided instead I'd like to get a copy made and after doing some research found there was a significant discount if the order is made and purchased in bulk, so I'm organising a group purchase.

We need at least 10 buyers to get the discounted price of \$260.

These extractors are from the 1980s, designed and made by Ivan Washington from Victoria. They come in a 4 piece set which clamp together and fit nicely in the engine bay.

I'm still intending to organise a group purchase for 203 extractors for a similar price.

If anyone is interested please contact me: 0410 531 535 or gruber4@gmail.com.



World's dearest Pugs

CUBANS HAVE REACTED with shock after foreign-made cars went on sale for the first time since the 1959 revolution at what some termed "crazy" prices.

The state has a monopoly on new car sales and has set huge mark-ups, saying the profits will go towards public transport.

A Peugeot 508 is listed at \$262,000, compared with a starting price of \$26,000 on Peugeot's UK website, the BBC News reported. State salaries in Cuba average about \$20 a month.

Freeing up car sales is the latest in a series of reforms. A permit to buy new vehicles is now no longer required.

Pre-1959 cars predominate on Cuban roads. Vehicles from Geely, the Chinese owner of



Volvo, have been replacing the state fleet of Ladas over the past two years.

Help needed

Rob Claypole

I AM TRYING TO find a set of wind deflectors (front and rear) for my 2011 3008. Peugeot make (and sell locally) front window deflectors only, but no rear ones.

Aftermarket rear ones do seem to be available in Europe but no one seems to ship to Australia.

Does anyone in your club know where these may be purchased?

If you have any ideas, please email me at rclaypol@bigpond.net.au

Thank you.

International Peugeot Meeting for 2014

LAVENTURE PEUGEOT is pleased to announce that our International Peugeot Meeting in 2014 will be held in the beautiful Hampshire area of the UK, close to Southampton. The event will be hosted by Club Peugeot UK and supported by Peugeot UK.

The important dates for your diary are 20th, 21st and 22nd June 2014.

The hosts have promised all members a busy and varied schedule of events at which you can all enjoy the theme of "The Best of British".

On the theme of "The Best of British", the hosts have promised all members to enjoy a busy and diversified schedule of events.

Numbers of participants will be limited so we advise that you start your plans now, as we imagine that once the full booking details are announced then space will be taken very quickly!

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Roosters crow about Peugeot

The Sydney Roosters have announced that Peugeot Automobiles Australia (PAA) will be one of the Club's new major partners,

Peugeot joins the foundation club sponsoring the upper chest and top back of the jersey worn by the team.

The new partnership will see the two brands joined together for the next three years.

Peugeot and Citroen importer Sime Darby Automobiles Australia general manager John Startari says the Peugeot brand signature 'motion and emotion' is the heartbeat of the product and the Roosters are a team that display these merits with authenticity and inspiration.

Peugeot says its history creates the perfect synergy with the Roosters as they are the only team in the NRL that has been continuously represented every year since the game's inception in Australia.

Beyond sharing its team colours of red, white and blue and an emblem of the Rooster with France, the Roosters have a strong French connection, with head coach Trent Robinson commencing his coaching career with France's Toulouse Olympique in 2005.

The Roosters have also welcomed French international Rémi Casty to the club in 2014.

Welcoming the partnership with the Club,

Roosters coo Ted Helliar says it is delighted to enter this significant partnership with Peugeot as it prepares to get the 2014 campaign underway. "Just like the Roosters,

Peugeot has a strong history based on tradition and respect, and a culture focussed on quality and innovation," says Helliar.

Roosters Captain, Anthony Minichiello, will become a brand ambassador for Peugeot and says he is looking forward to choosing his new car.

Peugeot will feature on the Roosters jersey



John Startari and Dimitri Andreatidis with Anthony Minichiello

for the first time in February's Auckland Nines tournament, prior to the NRL season getting underway in March, and will feature on all playing apparel in the NRL season.

— from Autotalk.com.au



GM sells its 7% stake in Peugeot

Simon Craig

WELL, WHAT A crazy month December was in the lives of Peugeot and GM senior management.

In the space of a few days, GM sold its entire 7% stake in PSA for approx. US\$250 million — purchased in March 2012 — announced it would no longer sell the Chevrolet brand (ie. rebadged Daewoo products) in Europe and close down manufacturing in Australia.

Then it announced the retirement of CEO Dan Akerson on 15 January 2014, with incoming CEO Mary Barra taking over on 10 December 2013.

Additionally, PSA CEO Phillipe Varin named former Renault No.2 Carlos Tavares as its next CEO in a move that may help to secure new funding from Chinese partner Dongfeng.

GM and Peugeot will continue to work together, though, and will push ahead with plans to merge production of their respective compact MPV and SUV models onto a PSA platform.

Existing joint-venture projects will continue as well. The planned new B-segment MPV will be built at GM's Zaragoza plant in Spain, while a new C-segment crossover model will be built by PSA's Sochaux plant in France. The first vehicles from that project are expected to be seen in 2016.

GM Vice chairman Steve Girsky said: "Our equity stake was planned to support PSA in their

efforts to raise capital at the time of the creation of the GM and PSA alliance, and that support is no longer needed.

"The alliance remains strong with our focus on joint vehicle programmes, cross manufacturing, purchasing, and logistics. We're making good progress while remaining open to new opportunities."

Initially it was believed the Peugeot family would step back from its position within the company to allow GM complete control of PSA. Peugeot revealed a £4.3 billion loss in the 2012 financial year, alongside automotive revenues that fell by over 10 per cent.

PSA stock fell by as much as 8.3 per cent following the announcement of GM's sale. Analyst Sascha Gommel told Bloomberg: "The sale is a surprise and reflects negatively on the GM-Peugeot partnership.

"On the other hand, it signals that the negotiations with Dongfeng are well advanced and that a deal is more likely."

PSA has been in a number of talks with the Chinese manufacturer

Dongfeng in recent months, with the latest reports suggesting a stake sale is imminent. Both Dongfeng and the French government are likely to invest around £1 billion each in PSA, in exchange for owning between 20 and 30 per cent of the company. If that happens, the Peugeot family would lose control of the firm, as they would have to surrender voting rights and dilute their 25.4 per cent stake.

Needless to say, at the time of writing, negotiations were continuing.

— with Automotive News, Bloomberg



CEOs on the outer: Dan Akerson & Phillipe Varin in 2012.



Why not a 205 — part 2

Ricahrd Marken

WELL, I HAVE A SET of 15 inch wheels on order, about three weeks for manufacture and delivery, at this point that's a week away, the wheels in question are a mini light replica made in South Australia by Performance Wheels.

I have a new roof lining in the 205 now, and also got the newly refurbished front seats back in the car, and I am currently making up seat mounting brackets to fit the spare car's front seats into the back of 205, it will have four bucket seats, less practical from a luggage point of view but more comfortable for a couple of passengers.

The rear discs haven't happened yet. I removed the entire rear suspension system from the donor car with the idea that I would refurbish it and then do a swap over.



After I stripped it all down I discovered that one of the pivot tubes was badly damaged on the needle roller bearing surfaces, one new tube required, plus bearing and seal kits, plus I am going to have to do some serious engineering work to fit 206 stub axles into the 205 swing/trailing arms, this means the disc brake rear end

is on the back burner until parts arrive, a couple of weeks yet.

Removing the rear end of the donor car was quite funny, the engine and gearbox are still in the shell, and I jacked up the rear of the car and inserted stands on the jacking points, the same as I had done to remove the front suspension.

With the car on the four stands it was easy to get the exhaust system out and then undo the brake hoses and cables, from here on it's just six bolts that hold the whole rear end in. With trolley jacks in position to lower the assembly I noticed that the body



was coming up to meet me as I undid the last two bolts, the weight of the engine was greater than that of the body beyond the front jacking points. I quickly positioned a jack under the engine to keep everything level while I then lowered the rear end out of the car.

I have also had to do a spot of welding on the rear tow bracket and whilst in the welding mood, I have made up two seat runners and brackets to fit the new rear bucket seats.

All the trim bits and pieces are now at the motor trimmers, the carpet is the only bit of the interior that hasn't been refurbished yet, it will get done once the 205 is road mobile again.

With Kay's help the new roof lining is now fitted, the interior lights I still have to sort out, but I have replaced the burnt out wiring harness



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for them. I guess that's why they didn't work.

The battery now resides in the back with an isolation switch beside it. This was the easy job, running a plastic conduit to run the positive cable under the car was far from straightforward and it took quite a bit of effort to get the cable through afterwards.

Soldering the terminal ends and tidying up the mess of wires and extra relays was a couple of day's work, with the unessential and dangerous wiring removed and the necessary repaired or replaced, it's really not much tidier but it should work better.

It all took a bit longer than it should have when the new gas bottle I picked up lost all its oxy pressure overnight, a faulty tap I presume, and another trip to the welding supply shop.

I relocated the power steering reservoir to the firewall, and mounted a radiator header tank where the battery used to live. I also acquired a remote oil mount from L. J. and Lew, and with a bit of alloy welding and the making up of some new fittings for the hoses, it is now mounted to the engine, should make servicing a lot easier.

Unfortunately, I am still waiting for the new air-conditioning hoses. So the 205 will miss this weekend's Driving Skills Day, I will however keep reassembling bits that I can.

I have to dismantle both the front and rear bumper assemblies for repainting and repair. The rear bumper and skirt will come complete from the donor car, no cracks in it, the front bumper bar will also be off the donor car but the original spoiler/front skirt is in better condition than the donor car, I will let the plastic repairer decide which is best to repair.



I have been working on the sun shade, it just needs a final sanding back and recoating.

Above: Battery relocated to boot.
Bottom: Oil filter in a nicer spot.



Ray got a compensator



Tigers in Targa NZ: Peter Lubrano returns with news that the legend of Auckland club president Greg Winkley grows after Greg rolled his beloved Peugeot 504 in a tight corner into a paddock in front of, sigh, a photographer.

56 years ago

1958 Jack Dunk is pushing to get to the Open Rally in time so one of his passengers is dragged out of bed to begin the journey in pyjamas. She dressed on the way. Thirteen Pugs took part. The club's 403s will soon outnumber its 203s.



Landmark: The 203 ute up the pole at Pooncarrie

40 years ago

1974 After its first year the reformed club has engendered a general sense of bon homme between Peugeot drivers and headlight flash greetings are the norm. Fifty of its 122 members turned up for the terrific Christmas party at Phil Palin's home.

Concern at the possible demise of the 404 after 14 years even though it is still ahead of many later cars in suspension and handling.

35 years ago

1979 With an increase in the number of members taking part in sporting events, Don Anderson and Paul Browlow have organised bargain exhaust extractors for 404s and 504s for \$100 fitted. The February meeting is a getting-to-know-you night with free wine and beer at the Veteran Car Club Hall.

30 years ago

1984 CAMS is looking at ways of promoting car clubs because of concern at the static memberships. Cooma's Peugeot Renault and Alfa Romeo dealership is for sale for \$69,000 plus spares stock. The

building is leased.

The Peugeot Museum opens in the renovated brewery building at Sochaux with 98 Pugs in running order and a comprehensive display of the evolution of bicycle design.

25 years ago
1989

Steve Palocz won a JRA 205 GTi for a weekend and had a lot of fun, including outrunning and outhandling many cars, including a Commodore V8.

Rough roads in the centre were too much for Ross Nivison Smith's 505 rear suspension rubbers. From the Yularu camp phone he ordered replacements and picked them up two days later from Alice Springs.

Cessnock brothers Malcolm and Stephen Goodwin join the club with a 403 on plates PEU-403.

20 years ago

1994 A big suspension redesign for Glen Davis's warm injected 404 for the Repco Mountain Rally after the inside left wheel kept lifting in high-G corners, producing terrifying photos

from its competitive outings.

A brake firm replaced the brake compensator on Roy Burns's 504 with a T-junction and said it would do. Wrong! When he made a wet day panic stop, the car skidded out of line for the first time. He got a compensator

15 years ago

1999 The Pugilist learned of a chap who was over the moon when his doctors said his cancer was in remission. To celebrate



Great parking: How teenaged sisters left their mum's Peugeot in a tight spot at the Coventry Big W in 2004.

he shouted himself a nimble Peugeot 306 GTi-6.

The club's website has had 9,323 hits to January 20 with 5,321 surfers checking the section on models.



Peugeot Quadrilette Type 161 E

Pug in a Pug: A vintage photo of a pampered pet being chauffeured in an early 1920s Peugeot 161E.

Back memories. A woman told Jon Marsh how a friend became engaged after World War II. Her fiancé didn't have a ring but said he had an engagement present – a brand new Peugeot.

Hilma Bridge's old shopping basket 203 got a new life as a hot rally speedster and was one of six 203s at the Bundanoon gathering in 1989 that made it to Batemans Bay for the 2003 Oh3 Weekend.



Ruined: Three Peugeot 404s are among this debris after the 2009 bushfire disaster in Victoria.

10 years ago

2004 Vehicles wranglers said they had a hard job finding old Pugs for a Paris ad agency's 407 launch shoot in Sydney. They had to go to Young for a 403 wagon from Eric Griffiths, They paid full asking price for Bob Williams's tidy 203 rally car and then, to his dismay, chopped it to make a tow truck. But they couldn't find a 504 coupé anywhere.

Anne Wolfson was dismayed when she took her inherited 605 to a dealer for service because the mechanic was more interested in the 504 hubby John brought to take her home.

Five years ago

2009 It was like Brigadoon. All these Peugeots came out magically from the haze to dominate parking in suburban Kembla Street during the annual January committee meeting.

Victorian Steve Odel was the Victorian member worst affected by the bushfires. Escaping just ahead of the flames approaching Chum Creek, he lost his home, his restored 203 Styleside ute and a 203 van. Brian Ward saved his house with neighbours' help in East Gippsland, but 10 of the 20 residents of his street died.

In the factory PureTech pug power

Simon Craig

IT'S A BUSY TIME for the engine design and production side of PSA at the moment.

Despite all the doom and gloom, Peugeot have designed and introduced their new BlueHDi range of diesel engines (as seen in the Pugilist, Oct 2013), manufactured at their Trémery plant, alongside the EB 3 cylinder petrol range. It's now available in Europe on the 308 and 508 and the Citroën Grand C4 Picasso.

There appears to be no word about its Australian introduction.

The latest news however, is the PureTech model, the turbo version of the 3 cylinder 1.2 litre petrol engine, which is being produced at the Française de Mécanique - PSA's Douvrin-based engine plant shared with Renault.

PSA have invested €890 million in design, development and production setup for this engine, which is designed to eventually replace the 4 cyl naturally-aspirated 1.6 engine on current models in the range. Peugeot claim an 18% improvement in fuel efficiency and CO2 emissions compared with the 1.6.

Two versions are being produced — an 81kW version and a 96kW version — with initial introduction on the Citroën C4 and the new 308 in April this year. The 208 and Citroën C3 and DS3 will follow in July.

The two engines are nearly identical, with the only difference being ECU settings and differing gearboxes.

The PureTech turbos share around 40% of their parts with the naturally aspirated 3 cyl EB engine, including the exhaust manifold cast into the cylinder head and an oil-bath lubricated timing belt, yet the crankshaft is now a steel item instead of cast iron and the conrods are made of high strength steel — both designed to cope with the higher stresses of the turbo design.



Worker fitting a tronkus to the inlet cam cover

With its new-generation high-speed turbocharger (240,000 rpm), the EB Turbo PureTech engine is claimed to offer the market's most efficient low-speed torque/power trade-off, with 95% of torque available in the power band from 1,500 to 3,500 rpm.

It shares a number of technologies with the larger 1.6 THP engine, such as direct fuel injection at 200 bar (almost 3000psi) and a computer-controlled oil pump, to reduce friction losses.

The pressure-cast crankcase was made stronger by using vacuum casting and a heat treatment process.

The cast-iron liners inserted during the casting process are fitted with an aluminium backing enabling a perfect match between the liner and crankcase, and thus ensuring reliability and less distortion of the cylinder barrels, for an overall reduction in friction.

It has a bore and stroke of 75x90.5, a counter-rotating balance shaft and uses a compression ratio of 10.5:1.



Cast iron liners with aluminium backing

New baby oilers too

A new family of diesel engines, called DV-R, is scheduled for roll out in 2017-2018, replacing the 1.4 and 1.6 litre models that currently equip all PSA Peugeot-Citroën platforms.

This new family of engines will comply with the Euro 6.2 emissions standard beginning in 2017.

The first DV-R production module installed at the Française de Mécanique facility in Douvrin, in northern France, will have an annual capacity of 640,000 engines. The Group will invest nearly €60 million in this phase of the project.

Française de Mécanique's highly skilled workforce and efforts to increase competitiveness played a decisive role in choosing the plant to produce the new line-up.

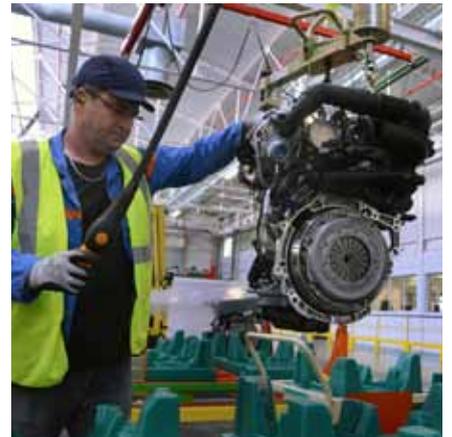
In 2018, a second production module with an annual capacity of 640,000 engines will be installed at the Trémery facility in eastern France.

The diesel engine project is designed to reaffirm Peugeot's commitment to maintaining deep manufacturing roots in France and increasing capital projects in its home market.



A worker fits what looks to be a dual-mass flywheel.

Like most of the current range of petrol engines, it also uses continuously variable valve timing on both the inlet and exhaust cams.



For sale

306 S16, 1994. Registered until July 2014. 125,555km. New brake master cylinder, Tyres almost new, Cam belt changed recently! Clutch almost new, 2nd owner, Serviced by Peugeot specialist, Very good condition, \$2600. BBQ 92Z, George, Gladesville 98173061.

504 Coupe, 1973. 2.0 manual. Grey. Correct Golden Brown velour interior, good condition, driven regularly. NSW registered. LHD with UK dealer RHD dash included if you want it. Reluctantly for sale, \$26,500ono, including dash. Neal 0418 240 786

504 coupe, 1979. 2.0 manual 4sp. Stock condition, 125,000km. It

drives beautifully and would rate a strong 8/10. VIN 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. Keen to move to an enthusiast buyer, \$28,000ono, Rodney Provan, Victoria. rod777@icloud.com

505 1983 manual sedan in white. Registered until 15th January 2013, it has done 254,000km in total, with the engine being reconditioned recently. There is some surface rust in the door and sills, \$750 ono. Sophia, Newcastle, 0421 824 270

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 18 FEBRUARY, 2014. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

505 STi sedan. 1983, man. Copper gold, very good externally, interior in excellent condition. Rego to May 2014. All mechanical systems A1, well maintained and regularly professionally serviced. A/C, P/S and braking systems all excellent. Needs minor rust repairs to 3 doors but overall structurally rust free. Motor, gearbox and diff are original and in very good condition. Radiator, clutch, brakes and front

and rear suspension and steering systems all A1 and regularly maintained. \$1,650 ono. Ron Johnson, 0417 746 085, jgeosci@hinet.net.au

Wanted

403 Steering wheel, Duncan Grant mob 0409 716 942, grant29@netspace.net.au

Peugeot helps itself

Bold decisions made years ago have put Peugeot in a strong position to survive.

Steve Cropley

IF YOU WANT the best job done, they say, do it yourself. Having spent time with various Peugeot officials this week, I now see that this is the vital, simple decision they took in 2009-10, when the recession was biting hardest, and nearly everything that has happened to the company since has been improved by it.

With insight born of near-catastrophe, Peugeot bosses realised their only hope lay in reconfiguring the company to make world-beating products more economically and selling most of them outside Europe. For five years they have diligently backed these landmark decisions with action — and it is working.

If you are guided only by the ebb and flow of daily financial news, it's easy to get confused

about Peugeot's place in the world. In recent times we've had headlines about scary sales declines, a stuttering co-operative deal with GM (a difficult partner, to say the least), and

plans for home market plant closures that have riled the French government and led to unjustified personal attacks on the outgoing CEO, Philippe Varin.

The latest thread is that the Peugeot family will soon lose control of the group it has built over 200 years — for the good reasons that its all-important Chinese partner DongFeng, and the French government, will take bigger stakes in a move to raise the £3 billion Peugeot needs for recovery and expansion. (Not that we should worry excessively for the Peugeots, a family of remarkably cordial and unaffected people. They'll still control 15 per cent of an improving multinational, plus of course the name).

My point is that these apparently earth-shattering, group-level headlines have little to do with the thing that most affects us consumers, Peugeot's prowess as a car-maker, which in my opinion is improving by the day and places the marque closer to that coterie of Europe's best led by VW and Ford. It joins the best following

impressive recent achievements...

Several years ago Peugeot cleared the decks and appointed a quick-acting, quick-thinking young French design director, Gilles Vidal, who set about finding a new face for forthcoming models and giving Peugeot an image of design capability. It was a big job, but Vidal and his team accomplished it in double-quick time, first by producing a highly influential concept, the SR-1 sports roadster, then setting up a product design arm (they created a grand piano among other non-car artefacts). Then they applied their expertise and family look to a succession of increasingly good-looking production cars.

The result is a new family that looks modern and svelte without scaring the Peugeot faithful, gives the new products unmistakable hints of the VW's elusive "well-honed" look and implies lightness, something Peugeot engineers have been diligently seeking under the new cars' skins.

These engineers have been every bit as bold. After several generations of also-ran mainstream cars, they have put two well-received models in the world's biggest-selling classes, the 208 and 308, complete with super-efficient diesels and potent little turbo triples. More versions of these have still to land — including sharper versions of their formerly-famed GTi models seen as vital in the UK — but the Peugeot claims it can already feel its image gaining altitude.

In partnership with Citroën these engineers have built an advanced hybrid range (the cars themselves still have some improving to do) and devised a revolutionary HybridAir system that will soon use cleverly collected compressed air as a propellant to boost small car efficiency to unheard-of levels. Their flagship performance car, the RCZ, has progressed from being a great-looking car with a hint of the hairdresser, to the RCZ-R, with Porsche-like circuit performance and an even better specific power output than any Porker this side of £100k: 270bhp from 1.6 litres.

There's still much to do. Sales on far-flung markets must expand aggressively for the next two to three years if Peugeot is to deliver reliable profits and taste true security. The 208, good in many ways, is still short of the very best. But more of the building blocks are in place than most of us thought, and the architects are more convinced than ever they're creating a structure the world will admire.

— from *Autocar*

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PEUGEOT AUTHORISED DEALER NETWORK



MOTION & EMOTION

PEUGEOT

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	Service Unit	Ann Street	ARNCLIFFE	NSW 2205	02 9335 9220
	Service Unit	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Riverina European	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERY	NSW 2018	02 9313 7866
Tamworth City Prestige	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6766 5008
	Service Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	436 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2844
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhuntly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Bendigo Motor Group	Service Unit	140-150 High Street	BENDIGO	VIC 3550	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Taylor Motors	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Ipswich European	Sales Showroom	34 Brisbane Street	IPSWICH	QLD 4305	07 3454 4111
	Service & Parts	21 Limestone Street	IPSWICH	QLD 4305	07 3454 4111
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Motoco Group	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
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

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Grip Control®

Overseas model shown.



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*Capped Price Servicing is for 5 years or 75,000km whichever comes first. The capped prices may vary between dealers. This advertisement concerns Outdoor model only, see your Peugeot dealer or peugeot.com.au for more information about other models in the 2008 series (Active and Allure). PEU5356

ALL-NEW PEUGEOT 2008 SUV

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