

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

March 2014



■ Peugeot's 504:
a French war-
horse in Africa

■ HDi technology:
are your diesel
injectors OK?



This South African Peugeot 404 is in wonderful condition but it's more or less out to pasture beside the grazing zebras. It is part of the collection of a Peugeot dealer that members of the South Africa club inspected last year.

Spotters will notice the Lion badge in place of the usual shield. This indicates it is a locally built GL model equipped with the Peugeot 504 1,800cc engine and more recent than Australian versions. It's part of a run of 4,997 units built between September 1974 and 1978. **Photo:** Ian Loubser.

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Frosty to race a Peugeot V8

REIGNING Bathurst 1000 champion Mark Winterbottom is ready to swap his Ford Performance Racing V8 Supercar for some South American samba when he jets out to Brazil to race in the upcoming Brazilian Stock Car Series.

In a one-off pair up, the Pepsi Max Crew driver will share a Peugeot 408-bodied racer for Voxx Racing on the opening round of the Brazilian championship at Interlagos on March 23.

Winterbottom will probably be co-riding with local racer Sergio Jimenez within the 50-minute race, which sees a number of the local stars sharing with global drivers.

The cover

Don Pearson's 204 flags the 505 GTI of Brian Jubb, with Neale Drennan's 306 Rallye in the background.

Photo: Graeme Cosier

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"The Voxx team emailed me and asked if I was interested" Winterbottom informed v8supercars.com.

"It's an awesome looking series. In contrast to James Courtney, Will Davison and guys like that I've never raced in a foreign country, so whilst you get the chance you have to take it."

He'll slot the race in between his V8 commitments, as it falls between the Australian Grand Prix V8 Supercar race and the Symmons Plains round in Tasmania at the end of March.

It means he's going to have only one weekend off between the season-opening Clipsal 500, which kicks off soon, and the third round of the V8 championship at Winton on April 5-6.

Winterbottom won't be the lone Australian within the series, with Ford teammate Dean Canto co-driving with former V8 racer Max Wilson aboard a Chevrolet Sonic.

Their list of opponents, however, reads like a who's who of Brazilian racing skill.

Headlining the listing is former F1 legend Rubens Barrichello, who will share his Chevrolet with 2013 DTM runner-up Augusto Farfus.

Other ex-F1 racers within the field include Ricardo Zonta, Antonio Pizzonia, Nelson Piquet

Jr and 57-year old veteran Chico Serra, whereas Indycar and sportscar racers Bruno Junquiera, Rafa Matos and Oswaldo Negri will also be on the grid.

"There are some big names doing it so it is pretty exciting.

"I think it's a real credit to our Championship that Voxx extended this invitation.

"Both drivers qualify and there is additional incentive for the co-driver to finish the race, so I will be banging doorhandles with Dean going for the win. That will be nice."

Never heard of the Brazilian Stock Car Series? With a history stretching back to the 1970s, the classification is Brazil's answer to V8 Supercars, though they are more radically departed from their road-car equivalents.

Structurally, the vehicles are similar to NASCAR or Germany's DTM. Their silhouette bodies mimic their distant road-going cousins, but with flared guards, massive aspect skirts and even greater wings masking a full, tubular space-frame underneath.

Powering them are 5.7 litre V8s producing around 480bhp to the rear wheels.

Parity is tightly controlled, with the Chevrolet

and Peugeot bodies matched in aerodynamic performance. Sound familiar?

The series races at 12 circuits all the way through the season, with many of the rounds including a 20-minute race and a forty-minute version.

The reigning champion is Ricardo Mauricio.



CARNIVALE PUGS

Ross Berghofer

VISITING CARNIVALE on Australia Day in Macquarie and adjacent streets is always a pleasant outing and the 2014 event was no exception.

The number of cars attending this year seem to be fewer than last year, no doubt due to the overcast and forecast wet weather.

The Citroen and Renault clubs each had a display of cars. Mike Barrett's white 404 and the maroon 404 of Rod and Karen Piggott represented the Peugeot marque.

The February committee had an interesting discussion on how to encourage members to renew their membership on time. A proposal for a two tiered membership fee for on time and late comers was considered but thought to be cumbersome.

Instead we plan to have a big reminder notice on the June and July cover sheets that you get in the mail with your address on it. But from this year, unless you renew membership on time, you



Above: Mike Barrett's French-built '63 404
Below: Rod & Karen Piggott's 1969 404



will receive only the July magazine as a courtesy, until your renewal is received.

Still on the subject of membership, H platers be aware that **if you are not a financial member of the club, you cannot use your car on public roads.** If you do, you will be in breach of RMS road rules and may receive a not too insignificant fine.

Members, please if you can help on the committee, your assistance will be greatly appreciated. We need help as a minute secretary, someone to take over the librarianship, someone to manage merchandise and someone to take over as treasurer.

New members are always welcome on the committee, especially with a view to assuming the management of our club. I acknowledge the fantastic work undertaken voluntarily by all the members of the current committee.

H platers, always bring a club magazine with you to prove to police or RMS officials that you are on a club outing that is listed in the magazine.

And finally a couple of dates to put in your diary: 13 July is All French Car day at Silverwater Park; and Shannons Sydney Classic on 17 August.

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Do we have your details correct?

Simon Craig

Lots of events email reminders are bouncing (usually from a work address) and the club secretary Geoff McHardy (and other committee members) are struggling with a very poor and out of date member list of cars and email addresses.

Geoff would really appreciate it if you could send him an email or call him and let him know what your current email address details are.

You can send Geoff an email at: renewals@peugeotclub.asn.au

If you don't have email, Geoff would still love to hear from you about your current Peugeot fleet. You can give him a call on 02 4576 3506.

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.

Gloucester Weekend 29-30 Mar

Grahame Foster

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 Clarencetown 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 a la carte menu at the Fairways restaurant will be sent to you, and/or handed out at Wollombi before we start.

Euro Day

Simon Craig

For many years now, we have been a part of this large car show in Lambton Park, Newcastle.

Unfortunately, this year it falls on the same day as the Wings Over Illawarra event and in the middle of Neville Summerill's seven day Braidwood and beyond run.

Yes, the 4th May is the day set and it's usually a pretty big affair for the Hunter region.

Last year, entry was via Elder St and admission was \$5 per car with proceeds going to a charity.

Entry to the field is available from 8:30am.



OASIS

Tue, 4 March

Reg Short

The next run will be to the historic church at Ebenezer. We'll meet at McDonald's south side Eastern Creek at 9:15 for morning tea and depart at 9:45 for an enjoyable drive to Ebenezer.

We should arrive at 11:15 for inspection of the church and associated grave yard followed by an historic talk by church volunteers.

We will then be having a BBQ lunch consisting of sausages and a selection of salads, which will be provided by the volunteers at the church.

The cost for the lunch will be \$13.00 per head.

We must have accurate numbers for this lunch so please RSVP to me by Thursday, 27 February.

I hope all of you that came to Wollondilly enjoyed the day — especially the lunch at Oakdale Workers Club.

We managed to break our attendance record with 61 people there on the day.

Club diary

Tue, 4 March

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.

Sun, 4 May

Wings Over Illawarra, Albion Park.

Sun, 4 May

Euro Day in the Hunter. Lambton Park, Newcastle.

Wed, 7 May

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

3-10 May

Pugger Buggers ACT with Neville Sumerill.

Wed, 14 May

Committee Meeting, Wenty Leagues Club, 8pm.

Sun, 18 May

National Motoring Heritage Day.

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 (must be on display before 0900).

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.

Stop Press: Extension for Pageant Registrations to 21 March

IT SEEMS February arrived much quicker than usual! And so did the original Registration cut-off date!

In view of this the committee has decided to extend the Registration date by 3 weeks to Friday 21 March, which will give you an extra 3 weeks to get your registrations in.

Final payments will still be due by 5 April so exact figures for catering can be given, and trophies can be engraved ready for the Presentation.

Preparations by the Club are moving along smoothly. The Navigation Run is typed up ready for checking, the Driving Skills going well, the bag prezzies are piling up in member's garages, the guest speaker John Wright is a definite, and Peugeot Australia and Peugeot dealer Cullens & Sons of Nambour are both on board as well.

So, go to our website www.peugeotclubqld.org.au and click on the 2014 Pageant tab to check out the details, look at the map and unit plans, and print off and send your registration form.

While you are there, click on the Previous Pageants tab, and see if you can see your Peugeot in the slide show of previous Concourse Collections.

Acknowledgements of registrations already received should start to be sent out by the original cut off date, if you don't receive yours please contact the Club again.

Please note, over Christmas the computer goblins attacked the computer that was collating the registrations. Fortunately, it is believed that print-outs had been made of all prior to this, and the financial transaction record was kept on

another computer.

— 2014 Pageant committee

PS: The Rocker Cover Rules are being refined, and a special track has been organised, so be prepared for a fun time with that.



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For details - phone Jeanette 02 9405 2218 or visit our website.
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Wings over Illawarra 4 May

Ross Berghofer

I HAVE SOME important information for members and non-members who are attending.

I have arranged for Peugeot to be the focus marque this year at Wings Over Illawarra. Anyone planning to attend must do two things:

Email me (ross.berghofer@gmail.com) to indicate your attendance so that I know to expect you; and register your attendance with Wings Over Illawarra – go to www.wingsoverillawarra.com.au/page/classic-motor-clubs and select Peugeot Car Club from the drop-down list of clubs.

After you register, a complimentary entry ticket will be sent by WOI. If you do not have access to a computer, let me know so that I can register for you. I require driver's name; address; telephone number; and vehicle rego or H plates.

Note that unless you register, you will not get entry to the car display area, and will have to park in the street.

Unfortunately, passengers in your vehicle will need to buy their own ticket separately (which can be done online before the event).

The organisers of Wings Over Illawarra provide the following information. These are WOI rules:

To comply with insurance requirements, all

vehicle owners wishing to display their vehicle at Wings Over Illawarra must be a current member of an approved registered club.

However, I have been informed by the WOI people that if a Peugeot driver is not a member of a club, the person can register with me for entry into the display.

This year the car and bike display area will be located on the hardstand area to the east of the HARS hangar and to the right of the main visitor entrance gate.

This will eliminate any issues with vehicle movements on damp grassed areas and allows for vehicles to enter the display area directly from street access within the airport precinct. Unfortunately however, this also means the size of the display area is limited, and as such display space will be allocated as vehicle registrations are received from the clubs.

As a special thank you for those displaying cars or bikes, drivers of participating vehicles will be issued with a complimentary entry ticket and admitted at no charge.

Vehicle passengers however, will be required to either purchase a ticket online prior to the event or enter via the public access

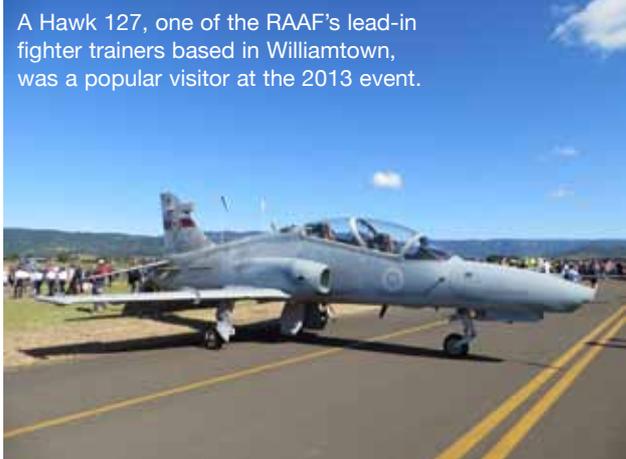
gates to purchase their ticket.

All tickets will be scanned on entry, including complimentary tickets. To register your vehicle and receive your complimentary entry ticket, please complete the online Owner Registration Form.

The vehicle access gate will be open for display vehicle access between 8:00am and 9:00am and display cars and bikes will be required to be parked in the display area by 9:00am at which point the gate will be closed.

In the interest of public safety the organisers do not wish to have any unnecessary vehicle movements once the public access gates are open.

Similarly display vehicles will be required to remain on display until the conclusion of the Air Show which is expected to be approximately 3:30pm at which time vehicles will be permitted to exit the display area.



A Hawk 127, one of the RAAF's lead-in fighter trainers based in Williamstown, was a popular visitor at the 2013 event.

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

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

Our alliances

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

How to join

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

The Puglist

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- 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 March. Historic registered vehicles welcome.

Who are ya gonna call?

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Crime fighter: Kevin Costner drives a Peugeot RCZ R in the Luc Besson action thriller *3 Days to Kill*, out in March. It features in the trailer on the web. The model will reach Australia towards the end of the year.

sionally needed replacement parts.

Dan was involved in the Renault relaunch about a dozen years ago and has sold Citroëns, but this is his first time selling Peugeots.

Muir's European has a huge territory, taking in the inner west, eastern suburbs and southeast.

"When we move into the Kia premises, we will have the largest premises of the Sydney Peugeot dealerships," Dan said.

The raised corner site has excellent visibility from both directions and easy access.

While private purchases remained strong, national vehicle sales were down 3.7 per cent to 82,285 units. Still, most of the sales leaders increased their deliveries.

The discounted runout of the Mazda3 (4,561 units) made it the top model ahead of the Corolla (2,914). The VW Golf runout lifted it 71 per cent to 2,914.

The heat went out of SUV sales, but not from small SUVs. With a wider choice of models, including Peugeot's 2008, sales in this segment reached 6,146 units in January, a 17.6 per cent increase on January last year, led by the Subaru ix35.

Three Fiat Abarths wobbled a bit as they topped the Mountain at high speed during the Bathurst 12 Hour race and made an impressive finish. They edged over 220 km/h on ConRod Straight where last year the RCZs reached 255 km/h and the Ferraris 290.

The discounted Fiat 500 reached 290 deliveries in January in what is now classed as the micro segment. Here the Mitsubishi Mirage led with 805 units. It's enough for Peugeot Australia to rekindle interest in the Czech-built 108. However, the combination of freight and exchange rates biting into margins and the lack of an automatic mean it may not be competitive here.

In January Fiat sales rose to 480 from 143 the previous January, Volvo 425 (463), Alfa Romeo 259 (90), Skoda 220 (252), Opel 204 (109), Mini 184(161) and Citroën 90 (155).

Australian Peugeot Sales

Model	2013 sales	2013 position	% Gain	2012 sales	2012 position
208	996	146	212%	319	190
4008	971	148	100%	486	175
508	667	164	-39%	1,085	138
308	656	163	-39%	1,072	140
4007	287	198	-46%	529	171
3008	180	221	-37%	287	198
RCZ	157	229	-4%	163	216
207	125	238	-87%	988	144
Partner	120	240	21%	99	238
5008	111	243	new	0	-
2008	92	256	new	0	-
Expert	51	275	19%	43	264

A feather in cap for kick-off

Peter Wilson

The Sydney Roosters made a good start to the year when the National Rugby League champions made feather dusters of Wigan, the English Super League champs, in their February game.

The Roosters' newest sponsor also kicked off well, with Peugeot Automobiles Australia having much improved deliveries of new Peugeots in January.

Although official VFACTS figures show the tally of 363 units fell short of the 404 units the previous January, it was 90 up on the 257 in December.

The numbers have been improving steadily since sales fell to a 12-year low of 214 in October. This was the biggest gain since then and Peugeot scored No 23 on the chart behind Renault's No 22 with 413.

Better geographic representation from this month should help Peugeot stay on the ball.

Peugeot's sponsorship switch from the arts – it flick passed the French Film Festival to Citroën this year – to the world of biff and bash will increase the national exposure of the brand but it is yet to be seen how the league fan demographic will respond in exposure to the cars.

In the past Peugeot has also sponsored polo, yachting, women's golf and, under instructions from Automobiles Peugeot, provided a fleet of 307 Tourings and 607s for the World Cup Rugby in 2003. Perhaps the change in football codes is explained by the difference; Australia is a right hand drive nation.

Meanwhile, Peugeot sales are returning to Sydney's Parramatta Road after an absence of a dozen years with Muir's European to begin trading on March 1.

For many years a veteran Peugeot Bébé up a tree at a dealership stood out as the brand's landmark on this busy artery when it was packed with car yards.

The remnants of that car changed hands among club members before a

Bugatti collector from New Zealand recognised its historic value and painstakingly restored it to its former modest glory.

After that a tall PEUGEOT/VOLVO sign, too big for the liking of council planners, at the Wattle Street crossroads indicated where George Minns of British and Continental was trading as a dealership until 2001, when the Trivett Group took over the southside.

Muir's one stage considered that site but it lacked service facilities. The family decided to group Peugeot with its other operations along the road to the east.

To get started after long delays with council approvals, it will open the Peugeot sales operation in modest temporary premises at the west end of its Kia division.

In about six months, when the new Kia showroom across the road is ready, Peugeot will take over the present Kia premises. That corner has a historic French association – Paul Ployout recalled that the Pye family once traded Renaults and used cars there as Reno and then Mercedes Benz of Australia took it on before the Muirs.

When The Pugnillist called, the signage and blue paint were still to come and sales manager Dan Daniels was busy familiarising himself with the latest range. He'd enjoyed driving a 308 Touring and was looking forward to trying the others, he said.

It's been a while since he's owned his only Peugeot. He bought a 505 GTi for \$500 and kept it for about 10 years. It went well, cost very little to service and only occa-

Charles de Cortanze

Peugeot Competition Driver

By Russell Hall

Although Peugeot left the field of Grand Prix racing after the Great War, the company continued an active competitions involvement with rallying, hill climbs and circuit racing. Peugeot had a small team of dedicated test and competition drivers. The lessons learned in competition were applied to the design of their cars. Charles de Cortanze joined Peugeot in 1926 and the test section in 1930. In a long and varied competition career he only once drove a vehicle other than a Peugeot. This loyalty between the company and its employees was something that set Peugeot apart and was perhaps reflected in its products. In many ways de Cortanze was like the Peugeots he drove – not at all showy but totally reliable and capable of some surprising results in a wide range of events.

De Cortanze began his competitive career with a 201 in the Monte Carlo Rally of 1930. He was to drive a Peugeot in every Monte Carlo Rally until 1954. The 201 was Peugeot's new small car upon which the very future of the firm depended. It was important to demonstrate its performance and reliability. The factory produced small numbers of competition versions and a lighter 201 Rapide. Sometimes the 1465cc 301 motor would be fitted to the 201. The rally cars were basically standard but improved by a few



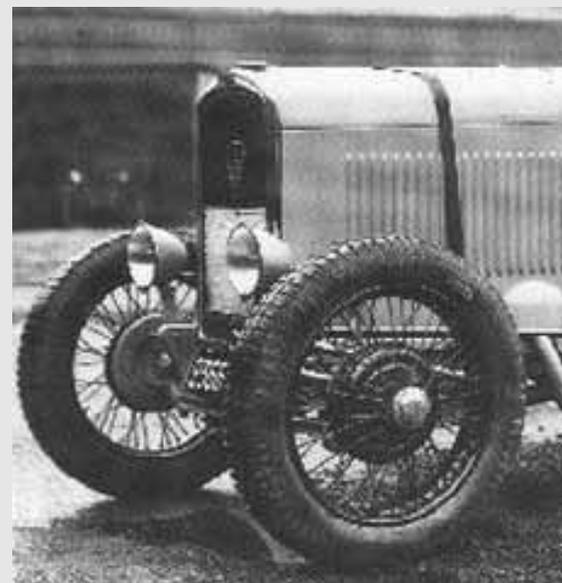
Charles de Cortanze began driving in the Monte Carlo Rally in the 201 in 1930.

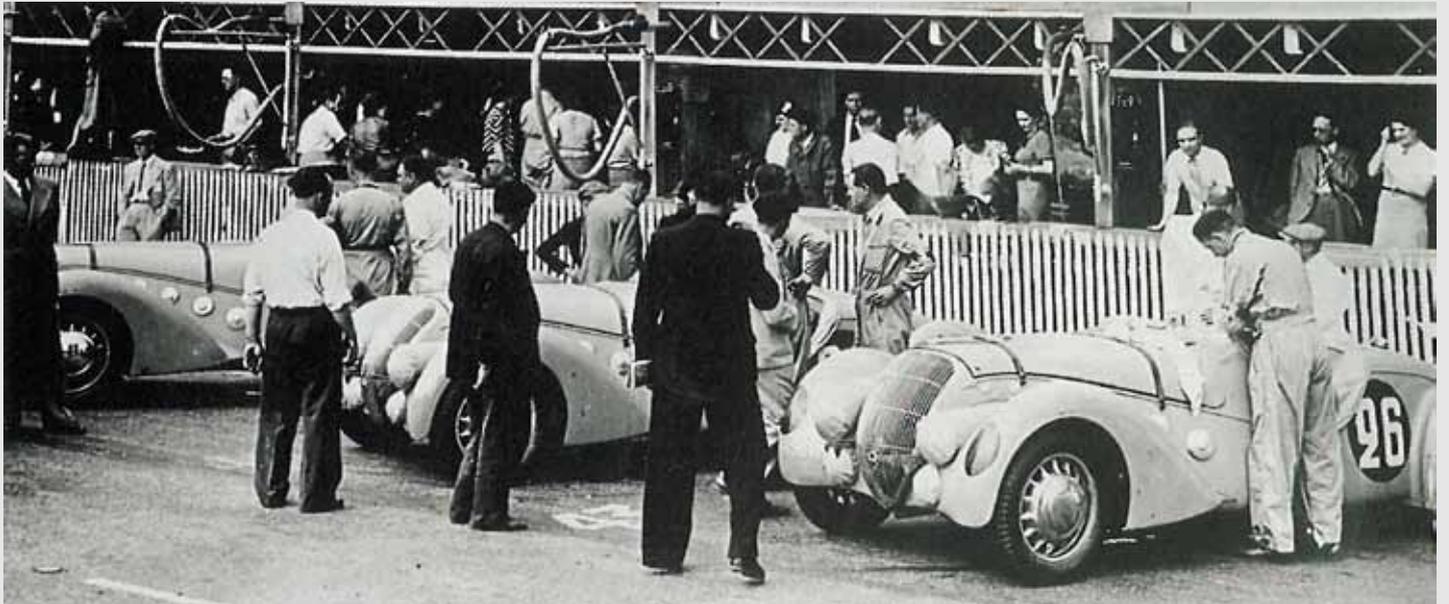
practical modifications. With a 23bhp engine in the 201 and 34 bhp in the 301 they were not going to set course records but did surprisingly well. They had vents in the rear of the bonnet to give a warm flow over the windscreen. This was split so that half could be opened for vision in heavy snowstorms. Of course the car filled with snow so a clever tonneau was fitted to the dash that covered

to the back of the seats, with two holes for the heads of the crew. There is no mention if it actually worked in practice. The cars had larger tyres and in snow sometimes rear duels. Peugeot always entered women's teams that often won the women's prize. De Cortanze married one of the drivers, Mme Hustinx. The pictures of the period show a most relaxed approach to competition, with time for tourist snaps of exotic



1934 R. Monte Carlo Milles Hustinx (a gauche) épousa ensuite Charles de Cortanze- & Simone Des Forest remporte le Coupe des Dames sur Peugeot 301





The Peugeot team de Cortanze led at LeMans in 1937

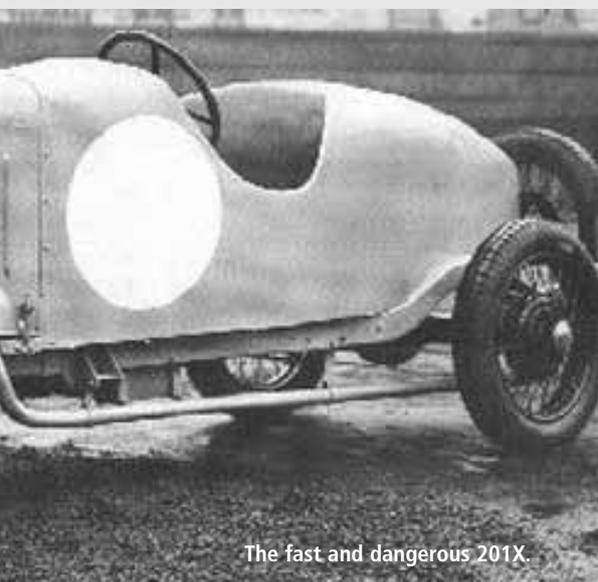
locations. De Cortanze had some success in hillclimbs with the 201X, a small production special with a Bugatti designed supercharged motor. It was hard to handle and considered dangerous, like the 301X that was to kill Andre Boillot. The 601 was also rallied but rarely.

The late 1930's was to see the creation of the most interesting of Peugeots, the 302/402 Darl'Mat sports. These beautiful cars were designed by Georges Paulin and built by the Pourtout works. Peugeot entered teams in the LeMans 24 hour race in 1937 and 1938. De Cortanze ran a Darl'Mat around Montlhery for 24 hours at 140k's and another modified car achieved 199kph. The three car team in 1937 finished 7th, 8th and 10th. Modifications were made to the motors for 1938. The design of the head and valve train was a predecessor of the 203. A high compression hemispherical alloy head with V placed valves and twin carburettors gave an impressive 82 to 87 bhp transmitted through the Cotal electromagnetic gearbox with overdrive fourth. De Cortanze and



LeMans 302/402DS at the Paris salon 1938.

Luc Crapez with the pre-war works 402 Monte Carlo entry.



The fast and dangerous 201X.



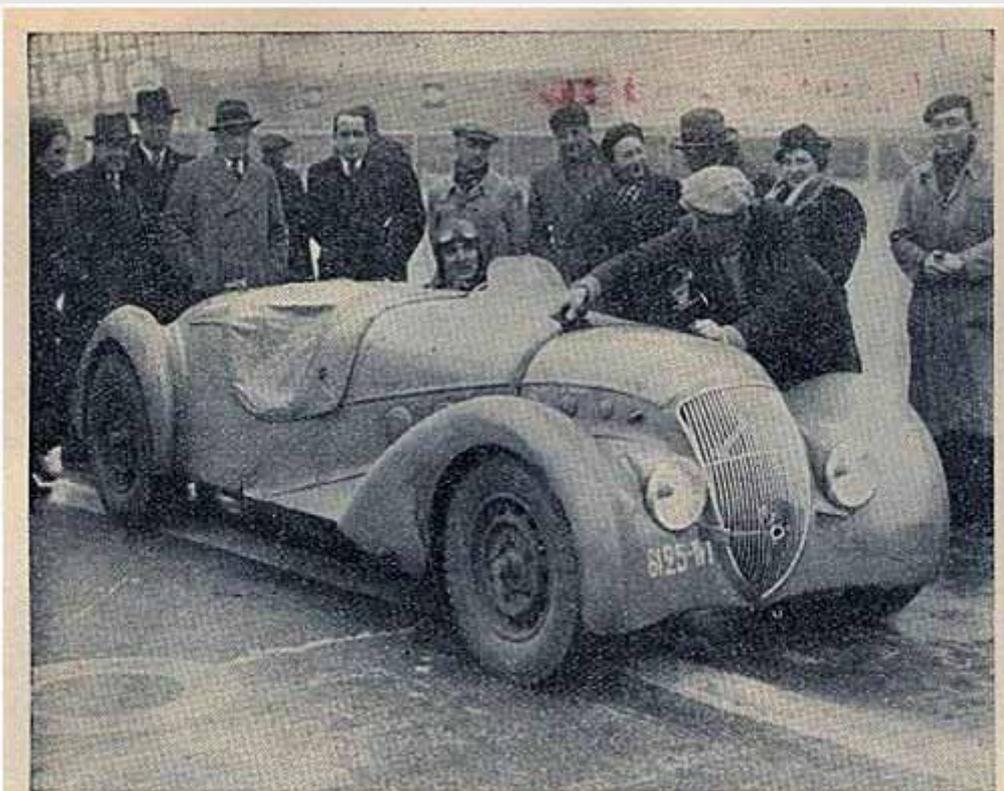


Charles de Cortanze and Contet at LeMans, 1938. They only entered two cars that year. The cars are now badged 402.

Contet won their class with 5th place overall. De Cortanze was to race the Darl'Mat again after the war at Nantes.

In 1938 Peugeot, perhaps emboldened by the performance of the Darl'Mats at LeMans, began a project to re-enter Grand Prix racing. A 1500cc supercharged engine with three valves per cylinder was commissioned and a prototype built by Pescara but it was stolen by the Germans during the occupation. Just after the war de Cortanze drove a Peugeot open wheeler, powered by a modified 402 motor with an overhead camshaft, with some success in 1945-47. In 1947 Peugeot set three international speed and endurance records at Montlhéry at over 145 km/h with a special Darl'Mat bodied 202.

By 1950 the Peugeot competitions department was charged with demonstrating the performance and reliability of the new 203. Its



La Peugeot 302 Spéciale Sport qui a tourné à Montlhéry pendant 24 h. à 139 kmh 282.

advanced design made it a highly competitive rally car and factory teams competed successfully in major European and North African events. In 1950 de Cortanze gained an outright win in the Liege-Rome-Liege rally in a 203 fitted with a 1499cc motor. There were class wins in the Monte Carlo Rally with the best result in 1954 when Paul Barbier came outright second behind a Lancia Aurelia. The 203 was a common competitor in events such as the Targa Florio, Mille Miglia and Moroccan Rally. With a waiting list of two years Peugeot hardly needed to encourage sales, but engineering lessons were learned from the practice of competition as well as the demonstration of the exceptional qualities of the new car.

Over enthusiastic driving by de Cortanze in the 1949 model works car entered in the 1950 Monte.



In 1951 de Cortanze and Andre Mercier were to undertake a quite audacious demonstration of the reliability and robustness of the 203, the Cape Town to Paris record run. This was to test the endurance and resourcefulness of the drivers as well as the car. Their car was a standard 203 familiale with a double radiator, steel underbody plates and strengthened shock absorber mounts. Without support vehicles or radio contact they covered over 15,000 kilometres in 19 days on tracks and dirt roads. They lost count of the difficult river crossings and times the car was bogged in mud or sand. All this without a breakdown. What is not realised is that the car had been shipped to French West Africa for the attempt and had already been driven thousands of kilometres across Africa to reach its southern starting point. De Cortanze regarded that event as his greatest achievement.

De Cortanze continued his involvement in motor sport by establishing the Bugatti Circuit Racing Driver's School and was Course Director of the LeMans 24 Hour race from 1954 to 1969.



Madame de Cortanze finishing the Monte Carlo in 1951.



Charles de Cortanze's 203 Familiale during the 15,000 km Cape Town to Paris record run in 1951.



C. deCortanze and L. Capez, French entry driving a 1290cc Peugeot, arrive at goal in Monte Carlo.



President's breakfast run



Ross Berghofer

THE BREAKFAST AT the Boatshed Café at Narrabeen was, as in past years, wonderful. It has been a couple of years since the club was last there, and the venue has been refurbished slightly. As is his prerogative, the president – that's me – arrived fashionably late.

In fact, I was the last to arrive for the breakfast.

The 22 attendees had a lovely breakfast in fantastic surroundings with wonderful people.

A surprise visitor was member Arnold Cohen who is in the process of restoring a 1963 early model 404. Arnold and 404 aficionado John Baird were observed discussing Arnold's car in the carpark.

As well as member's cars, another group of cars were the gorgeous Jaguars. We noted that lions and jaguars do not exist together in nature.

If you'd like to see some photos of the lions and jaguars then so would the editor. There are none here because he only received one photo from the 22 attendees (thank you Ross!).

Club librarian Brendan Fitzpatrick was recently sent a postcard with this classy ride on the front – a 1951 203 Decapotable in Paris.



Peugeot Pageant

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

Motoring writer and historian John Wright has been confirmed as the guest speaker for the Easter Pageant presentation dinner in Boonah, Queensland next month.

Now with Unique Cars, John, like the writers of his generation, has had a long respect for Peugeots; at one stage he considered acquiring one as a restoration project.

When JRA held the Peugeot concession in Australia, it commissioned John to research and write the history booklet, Peugeot in Australia.

The later 1989 version covers the golden era of rear-wheel-drive Peugeots from the upset Redex victory in 1953 to the introduction of the 405.

Motoring writers were very aware of how Peugeots stood out from the crowd back then.

John noted that Peugeot's manufacture of its own shock absorbers played an important role in winning the Redex as the event showed that most shocks were inadequate for the rigours of Australia.

The 203 was way ahead of its competitors in other ways and John quoted Wheels as saying the myth of large American cars being the only ones suited to Australia was exploded.

Subsequent models – the 403, 404, 504 and 505 – were cars with character that continued to surpass the local sixes in every department.

They could cruise at high speeds and offer remarkable economy. "Nobody who had even driven a 404 for any distance would select a Holden, Falcon or Valiant for interstate tripping in preference to the Pug," John declared.

He noted the 504, with its all-independent suspension, rode more comfortably and quieter than any of the local luxury cars.



Pageant speaker John Wright

John regarded the 505 as the most elegant of all Peugeots when JRA introduced it.

With many improvements, the classical car was in middle age when the rally-proven hot hatch performance package of the 205 GTi arrived; expensive at \$30,000 in 1987, but "no other sporting car offered so much for this sum".

The history ends with the 405 launch in early 1989 on the heels of its European Car of the Year award.

John, who now lives in the Gympie area, has written other Australian car histories, including Heart of the Lion (about the other brand).

So what do you do now?

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

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

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

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

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

His latest books are Special – the Untold History of Holden, a book on Australia's iconic FJ Holden (2008) and a light hearted memoir, My Other Wife is a Car – Confessions of a Car Tragic (2009), detailing the 130 cars in his life and some of the 3,000 cars he has driven.

To hear John at the dinner, register now for the Pageant and all of its events.

The web links for the Pageant Registration form are available here:

www.peugeotclubqld.org.au/peugeotmania/2014
Pageant Registration Feb 2014.pdf

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.



Lots of high tech electronic gadgetry to see in this car for attendees at the March meeting (and we don't mean Hybrid Synergy Drive).



The many “shades” of the club on display.

Hawkesbury River Cruise

Pictures: Grahame Foster

Tim Cunningham (R) and his family

Grahame Foster

THE DAY STARTED out cloudy with the prospect of rain, but by the time we arrived at the wharf in Brooklyn the clouds had vanished and it was a crystal clear day, and not too hot.

Twenty-four of us joined the cruise and were allocated private space on the top deck under cover.

The cruise followed the Seven Islands of the Hawkesbury itinerary, and we enjoyed a constant historical commentary by the captain.

It was most interesting to know that many of the islands were either prisons or asylums in the early 1900s, and to learn the history of the Hawkesbury and general tidbits from daily life.

Apparently Brooklyn is known as a drinking village where fishing is undertaken on occasions.

A fresh fish and chip lunch was provided on-board at Dangar Island.

The whole cruise lasted about three and a half hours, and after this length of time on the water we were all tired and happy to drive home from a most enjoyable day.



Police nab Pug in pole position

Peter Wilson

AT LEAST THE unfortunate driver of this Peugeot 203 was not a bank robber on the run or a killer back in 1958.

The photo – one of the most recent shown from police archives – created great excitement in the Peugeot club when it appeared last year advertising the Museum of Sydney’s present Suburban Noir exhibition.

Lismore 203 owner Bill Hunter wanted to know what had happened to the car that was included among the moody crime scene photos from the 1950s and early 1960s.

We asked if the Pug wrapped around this electricity pole on the Pacific Highway at West Street in North Sydney after a police chase? Did the driver fall asleep at the wheel? Was another car involved?

“It was just a car crash,” Lara Dawson, media manager for the Living Sydney Museums, told The Pugilist. “It was the only photo [in the exhibition] that was not of a crime scene.”

She reminded that people were more relaxed about drink driving then.

So the driver may have been guilty of speeding and being over the limit to have embedded his car so far with the pole. He had certainly veered well off the road. Or another car could have slammed the Pug off its course.

The Union Hotel is still on that corner, recently refurbished with a chic Parisian bistro, but the tram lines and overhead wires depicted are history.

Police gave writer-curator Peter Doyle, who also organised the second City of Shadows series of pre-war crime photos at the Police and Justice Museum access to more recent pictures from the forensic collection of over 100,000 images. It was thought most of the people involved would be dead by now.

Peter liked the hard-bitten “behind the scenes” activity and said it reminded him of the drab suburban Sydney in which he grew up.

To make the show more interesting, he got 14 other leading artists to respond with new paintings to the underlying drama and tragedy depicted in these fragments of everyday life.

The Peugeot scene inspired artist Rhett Brewer to opt boldly for a two-car crash in his vividly coloured painting. With considerable artistic licence he removed a pair of spectators, added a Holden with a severely broken back and scattered bits of debris.



Sorry Pug: The 203 struck a dead end in North Sydney.

Rhett usually depicts cars with good details and has been working on a series of road paintings along the Hume Highway for the past two years.

He obviously believes in the toughness of Peugeots as his Holden has come off second best with its front, roof and rear all battered.

The museum is at 37 Phillip Street and the exhibition — which costs \$10 — ends on 6 April.

The fate of the driver and Pug are not known. Anyway, the severity of the impact — with the pole so far into the engine bay — would have required so much structural repair and so many major replacement parts that the car was most likely written off.

Inspired: Rhett Brewer decided another car was involved.



Popular French dining: The Tea Gardens restaurant Tillermans.



French dinner or a French villa?

Graeme Cosier

INTERESTED IN AN organised tour in France, or hiring a house in France?

Recently during the Myall River Festival in Tea Gardens, we were talking to an Aussie who runs a French Restaurant there called Tillermans.

As business is very quiet during winter, he closes down for a while each year and takes a small group (8 people) on an escorted tour in France.

He actually owns a house there that is also available for rent, and also owns a Renault minibus for his tours.

We had lunch at his restaurant and he seems a very reasonable and interesting chap. Peter Hodges is his name.

See his website www.ourfrenchconnection.com.au for more details on his tour, house for rent, contact details, etc.

There is also a link to his restaurant in Tea Gardens under “Our Australian Connection”.

Big car drivers got a surprise

Light Car and Cyclecar magazine tells how it showed the exhaust of the baby Pug to some larger cars in a test drive for its March 19, 1923 issue. Its seating has been improved, the lively tiny engine performs well and the brakes are great but a speedo would have added to the fun.

THE ENGINE IN THE Peugeot Quadrilette, the most recent production of the famous Peugeot Frères establishment, is perhaps the four-cylinder water-cooled unit installed in any present-day machine.

Externally it, is so small that when the bonnet is raised one has almost to look round to discover the power unit, but on the road there is little doubt as to its presence.

This machine was described in detail in our issue dated December 11, and although the tandem seating arrangements have since been somewhat modified, no alterations have been effected in the chassis design.

The cubic capacity of the engine is but 667cc for the cylinder here is 50mm and the stroke 85mm, and if these dimensions are borne in mind when reviewing the machine's performance,

some impression of the efficiency of the power unit will be gained.

The Peugeot Quadrilette has a gearbox which, by the way, forms an integral part of the back axle, which indiscriminate use of the gear change lever cannot seriously damage, for one can pass the lever right through the gate from top to first almost as one would when driving a friction-driven machine.

The particular fascination, however, in the handling of the little machine lies in its remarkable accelerating properties. It is for this reason that in distinct interest creeps in when driving in the city, for, thanks to its narrow track, the little car can be driven in and out of traffic in almost a daring manner, for an instant response is always the result of the application of pressure on the accelerator pedal.

As the engine is so lively, we think that the

pedal at present fitted might be so arranged to give decreased leverage, while the resistance to one's efforts to depress the pedal might increased. As it is we found it more convenient to work the accelerator by pressing our toe on the "stem" of the pedal close up to the floorboards.

Making our way out of the busy city traffic by way of Shepherd's Bush and Hammersmith we were soon on the Portsmouth road. Here, where the going is most favourable, the engine revs were piled up until our speed must have been well over 40mph. A speedometer would have added considerably to the interest of driving the Peugeot Quad, for not only would it have enabled us to get a reading of the actual speed attained, but definite data of its accelerating properties would have proved interesting.

The combination of transverse and quarter-elliptic springing provides comfortable suspension, the addition of a passenger helping the machine to ride the inequalities in the road surface.

At speed the tail of the Quad is rather inclined to wag, but this only at speeds above the average.

With much liveliness it is absolutely essential that the braking system should be perfect, or nearly so; when bringing this little car to a standstill so certain and progressive are the brakes that one finds pleasure in applying them at the slightest provocation.

Many a big car owner viewed our machine and ourselves with evident amusement, but; as we knew we had a remarkable little engine under our control we challenged many of the giants and had the satisfaction of giving our exhaust to the majority.

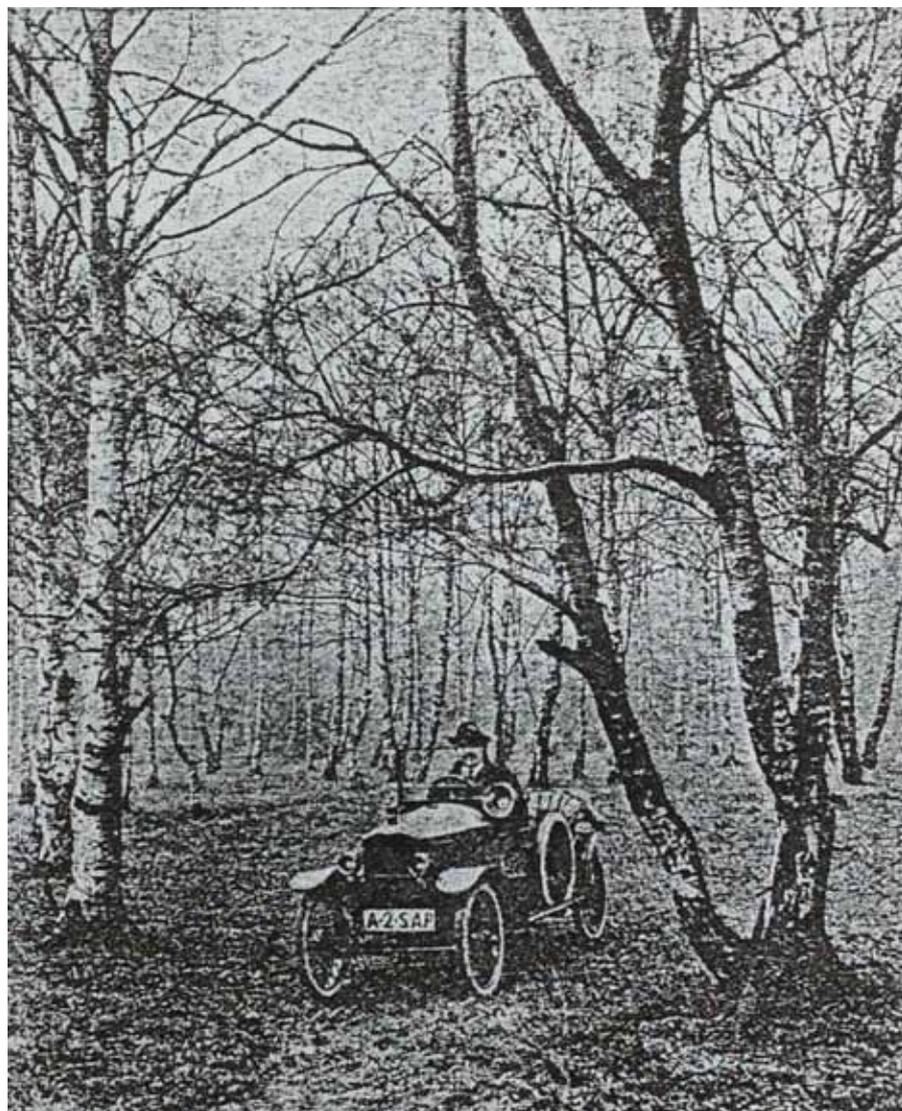
Its main road performance having duly impressed us favourably and we retraced our tracks and made for Richmond, climbing Kingston Hill on route. This gradient is quite an average main road pimple, and we were genuinely surprised to find that our machine fairly romped up the hill in top gear with two aboard. Having driven up to the Robin Hood Gate entrance to Richmond Park we turned in and potted through the park, the deer grazing close to the roadside, appearing quite unconcerned at our approach.

Passing out at the Richmond gate, we dropped down onto the town and made our way to the bottom of the "Wick", a stiff climb running from almost the river level to the terrace, from where one can obtain a magnificent panoramic view of the River and the surrounding country.

The average gradient of the "Wick" is probably 1 in 7, the steepest portion being encountered near the top, where the incline suddenly stiffens.

We have already made reference to the simplicity and foolproof-ness of the gear change, and it is when one is stunting with a machine that such a feature is fully appreciated. It makes all the difference between a good and a bad climb when no anxiety exists as to one's ability to make a clean change, and on the Peugeot Quadrilette one can literally "ring the changes" with impunity.

We were able to get into second gear up the "Wick" in a few yards and this was maintained to the summit. This performance was sufficient to prove to us that there are very few freak gradi-



The Peugeot Quadrilette: Owing to its narrow track and general handiness, can go almost anywhere, as may be gathered from the photograph.

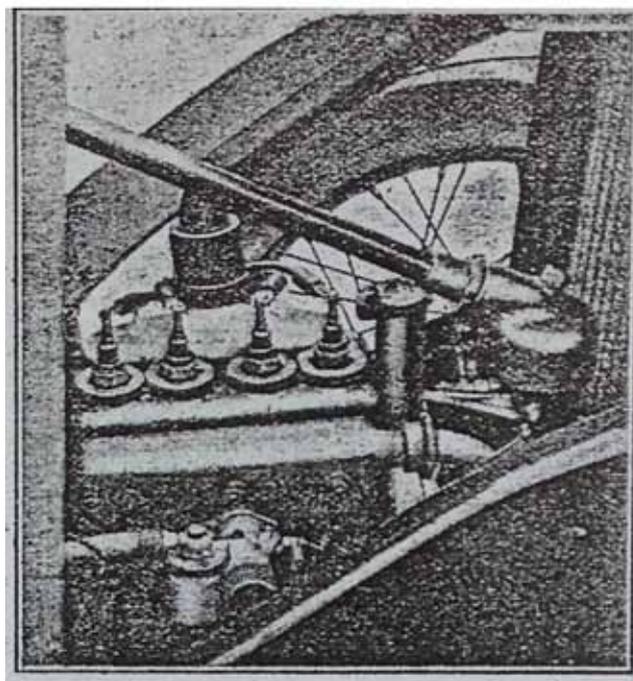
ents in the country which the machine could not scale.

In every way this tandem-seated four-wheeler is quite fascinating to drive, and we are pleased to note that the seating accommodation has been modified so as to provide greater sociability, for tandem seating, in our opinion, can never be really popular in this country.

From our experience with the machine we should say that despite the tiny proportions of the engine, the whole car would resist the most arduous treatment, for while in our hands it was not spared in any way. After all it has the reputation of a famous house behind it.

• Quadriette owner Jim Kearns supplied this test from the Light Car and Cyclecar, March 19, 1921.

The miniature engine of the Peugeot Quadriette. Note the accessible oil filler and breather and the unusual position of the steering box.



Brief Specification	
Engine:	50 mm bore, 85 mm stroke.
Cubic Capacity:	667.5cc
Gears:	Three forward and reverse (in back axle).
Final Drive:	Underslung worm.
Price:	£298.
Manufacturers:	Peugeot (England) Ltd, 10 Brompton Road, London SW.

Pugger Buggers Outback Run: — Corner to Corner

11—23 August

Neville Summerill

This trip will be sort of along the Queensland – New South Wales border, travelling as close to the dog fence as possible. This is something that has interested me for years, being the longest man-made structure in the world, stretching from Central Queensland to the Nullarbor Plain in South Australia.

There are approximately 20 gates along this part of the fence which we will pass through. Apart from this we will encounter some great outback driving, with many bush camps. All this depends on the conditions at the time. If rain has fallen recently, or if the roads will be in bad shape, the trip is off.

There is plenty of accommodation at Hay, with plenty to see there also. Some of the above itinerary may change, so I urge you not to book accommodation as most nights will be camping. I do ask you to notify me if you are interested in this trip, a chance to see the wonderful Corner Country of NSW. I will need to know numbers as soon as possible but no later than the end of July 2014.

Contact Neville Summerill on 02 6458 7208



Picture: Paul Playoust

Day 1	420km (Mon 11 Aug) 08:30 We start from Grenfell for Forbes, Trundle, Tullamore, Tottenham (centre of NSW) then on to Nyngan.
Day 2	460km Nyngan, Quambone, Carinda, Wallget, Collarenebri, Mungindi.
Day 3	390km Mungindi, Gundaboure, Glendalough Gate, north to the Dirranbandi – Hebel road, Hebel, Goodooga, Brenda Gate, Tolby Gate and Jobs Gate, Eilerslie Station. Overnight bush camp.
Day 4	310km Eilerslie Station, Engonia, Barrigung, Wirrawirra, Yantabulla, Hungford.
Day 5	350km Hungerford, Hamilton Gate, south to the Wanaaring – Tibooburra road, west to Mount Wood. Overnight or close to there.
Day 6	330km Mount Wood up to Adelaide Gate, possibly depends on the road, if not to there we will travel on Gum Loop road to Wompah Gate then on to Warri Gate, then on to Tibooburra overnight. Cabins and motels are available here. Quite a nice, friendly town.
Day 7	200km Tibooburra, north to Olive Downs, Toona Gate, Fortville Gate, Cameron Corner. Overnight
Day 8	200km Cameron Corner, Fort Grey, Tibooburra, Milparinka, Theldarpa Station. Overnight
Day 9	340km Theldarpa Station, Hawker Gate, Border Downs, Teilta, Yanco Glen, Broken Hill. Overnight.
Day 10	Nominal rest day. Trip to Silverton and Mundi Mundi and sights of the city. Overnight.
Day 11	350km Broken Hill, to be decided, but most likely to Mutawingi, White Cliffs, Wilcannia. Overnight.
Day 12	320km Wilcannia, Menindee, tour of the lakes, Pooncarie. Overnight.
Day 13	350km (Sun 23 Aug) Pooncarie, Mungo, Penarie, Oxley, Maude, Hay to finish this trip.

Family squabbles cost clan control

Bruce Gain

INFIGHTING PLAYED a large role in the Peugeot family's loss of control of PSA/Peugeot-Citroën, industry watchers say.

After the death of family "strongman" Pierre Peugeot in 2002, discord among family members held back strategic decisions such as deepening ties with other automakers to enable the company to build up the scale necessary to survive in the modern industry.

"The structure of the Peugeot family's role in the company worked very well for a long time but when the family became divided, it became a negative influence," Bernard Jullien, director of the French think tank Gerpisa, told *Automotive News Europe*.

Many family members likely will be happy to cede control of the money-losing company for the possibility of getting a better return on their investments, Jullien said.

PSA unveiled a €3 billion capital increase in which China's Dongfeng Motor Group and the French state will each pay €800 million for 14 per cent of the carmaker. The founding Peugeot family's holding will fall to 14% from its current 25% stake and 38% of voting rights, short of the one-third required to veto decisions.

The Dongfeng tie-up reflects the mood of many family members, especially the younger ones, who are not that interested in the automotive industry and wish to seek more opportunities outside of the sector, Jullien said.

The family has controlled the carmaker since its founding by French industrialist Armand Peugeot in the days of steam-powered cars in 1889, and through a bumpy merger with Citroën in 1975.

However, Jean-Louis Loubet, a professor at the University of Evry-Val d'Essonne and author of a book on the Peugeot dynasty, says the family hasn't had clear leadership in 10 years.

"The decision-making process used to be centralised in the hands of Pierre Peugeot, the fam-

ily's strongman," Loubet told *Bloomberg News*. "Since his death in 2002, the family governance has become more collaborative."

Keeping family united

During his time as a member of PSA's management committee from 1972 to 1998 and as supervisory board chairman until his death in 2002 at age 70, Pierre Peugeot worked to keep the family united and the company independent. He refused to tie PSA with other groups through share exchanges, preferring to form ad hoc ventures on specific projects.



Thierry Peugeot: As board chairman wanted to avoid Chinese deal.

When Jean-Martin Folz, a protégé of Pierre Peugeot, stepped down as PSA CEO in 2007 after 10 years at the helm, the family's divergent views on running the automaker became evident. Robert Peugeot, head of innovation at the company, sought the top job but his cousin, Thierry, blocked the move, arguing that tradition was to choose outside CEOs.

Since then, PSA has had two CEOs, neither with auto-industry experience. Christian Streiff,

a former Airbus executive, lasted just over two years. Current CEO Philippe Varin is the former head of steelmaker Corus Group.

A main point of contention among family members centred on PSA's attempts to expand overseas, especially in China, as it sought to compensate for its eroding margins and sales in Europe.

The Peugeot family's and PSA's missteps prevented the automaker from expanding fast enough overseas to effectively compensate for its big losses in Europe, in contrast to French rival Renault's relative success in international markets, Gaetan Toulemonde, an analyst for *Deutsche Bank*, said. "PSA's international strategy is clearly a failure," he said.

BMW, Toyota ties

Under Peugeot family control, PSA has been slow to adapt to competitive threats and missed opportunities to deepen partnerships with BMW, Toyota and Mitsubishi Motors, insiders say.

Now PSA has been forced to take Dongfeng on board as a stakeholder after car sales in PSA's crisis-hit European home market plunged in the past few years. Robert Peugeot, head of the FFP family holding, and PSA CEO Varin, pushed through the Dongfeng deal, defeating Thierry Peugeot, PSA board chairman, who wanted to attempt to raise capital through the markets without bringing in new stakeholders.

The division among the family's senior members reflected PSA's inability to put a viable long-term strategy into place, Jullien said.

"Chinese partners, in particular, were often reluctant to form an alliance with PSA because they were uninterested in PSA's goals to seek short- and medium-term profits over long-term opportunities, especially in developing markets," he said.

The Peugeot family's 2012 acquisition of 7 per cent of Orpea, which operates assisted-living facilities, attested to the family's waning interest in retaining its legacy control of the automaker by looking for profits and shareholder value opportunities outside of the carmaking sector.

The acquisition was also part of a diversification strategy that has reduced the automaker's share of assets in the family's listed holding company to 35% from more than 90% in 2000.

— *from Automotive News Europe*.

Robert Peugeot: Head of innovation blocked access to family war chest.





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Peugeot swaps control for cash

THE PEUGEOT GROUP and China's Dongfeng Motor have agreed on a €3 billion capital tie-up that buys the French carmaker more time to turn around its business, brings in new management and ends two centuries of family control.

Dongfeng and the French government will each pay about €800 million for a 14% stake in a reserved share sale and a rights issue under a deal

signed on February 19 as PSA Peugeot Citroën posted a further loss for 2013.

PSA said its full-year net loss narrowed to €2.32 billion from €5.01 billion in 2012, when the bottom line was hit by asset writedowns. Sales fell 2.4 per cent to €54.09 billion.

The company unveiled new goals for its partnership with Dongfeng but warned that it may not halt losses until 2016 -- a year later than ini-

tially promised.

"Everything is in place to give Peugeot a new lease of life as a major international carmaker," chief financial officer Jean-Baptiste de Chatillon said on a conference call.

"We have the products, the teams, the know-how and now we have a new balanced and stable ownership," he said.

The loss at PSA's core auto division narrowed 30% to €1.04 billion -- and net debt rose by about the same figure to €4.15 billion -- as drastic investment cuts failed to halt the red ink.

But operational cash consumption came in at €426 million, outperforming the company's goal of cutting the previous year's €3 billion cash burn at least by half.

The Peugeot family will see its 25.4% stake and 38% of voting rights diluted to parity with Dongfeng and the French state, ceding control of the company it founded in 1810 as a maker of tools and coffee mills.

The rescue deal and a new lending partnership with Banco Santander will help PSA survive the expiry next year of €7 billion in state guarantees keeping its lending arm afloat. It will also reinforce the PSA and Dongfeng Chinese joint venture with increased production, a new research and development centre and expansion into southeast Asian markets.

Analysts say Dongfeng's cash buys time but does not address the European problems behind much of PSA's €3 billion cash burn and €5 billion net loss in 2012. They say the company needs to scrap another plant and freeze investment to return to profit in the region, but the government has warned it is unlikely to accept further significant plant cuts in its new role as a major shareholder.

— *mainly from Reuters*



PEUGEOT 404

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The thousands of people who have driven Peugeots over the years have nicknamed this unique car "The Indestructible." While we don't agree that anything is indestructible, the fact is that the oldest car now running in the United States is an 1891 Peugeot. No one knows the life span of a 404. And there's a reason. Peugeot still builds modern cars the old-fashioned way—with integrity. Every car is test driven. Every part is inspected, before and after assembly. We use stainless steel for trim, bumpers and wheel covers because it lasts indefinitely. And Peugeot gives you heavier body steel, a sliding sunroof, 4-speed synchromesh transmission, an economical 4-cylinder engine and a raft of "extras" like reclining seats and Michelin X tires, that don't cost a penny more than the basic low price. Drive "The Indestructible" and see for yourself. Available in black, beige, light grey, metallic grey, dark blue, turquoise, emerald green and maroon.





Why not a 205 — part 3

Richard Marken

THINGS I DID BEFORE we left for Europe:- I managed to get the rest of the interior trim back from Anvids (motor trimmers) and, along with fitting the rear bucket seats, I have replaced all the cover panels in the 205 except the door trims.

The parts for the rear suspension, new pivot shaft and pivot bearings and seals turned up, and having nothing else to do, I proceeded with the overhaul of the rear suspension.

Now, since I am fitting 206 rear disc brakes, I pressed the 206 stub axles out of the rear trailing arms, these are longer than the 205 stub axle and will be needed to replace the 205 ones.

The flange end of the 206 stub axle is slightly larger in diameter than the 205 stub, this was easily rectified in the lathe. I was surprised that my 20 tonne press was quite capable of pressing out the stub axles and also the pivot tube on the



206 stub axle with new fittings for 206 disc rear end.

trailing arms.

With the new pivot bearing and seals inserted it was quite easy to assemble the rear suspension

unit. I used the Internet to double-check the torsion bar setting dimensions, I measured all of this before I dismantled the rear suspension. A nice coat of paint finished off the rebuild.

With the 205 on the hoist it was quite easy to remove the old rear end assembly and bolt in the new. The 206 rear hubs and calliper mounts were then fitted. The calliper mounts and the 205 swing arms both required re-drilling and taping to be able to mount up in the correct position, once again, this was not a difficult fix.

I retained the hub to calliper spacing for the 206 hubs and with the wheel and tyre combination I am using I have inner rearguard clearance and the outer edge of the tyres are just in line with the rear guards.

Braided brake lines and shortened up 206 hand brake cables with the 205 retainers (where the cable fits into the body tube) completed the rear end.

The new wheels and tyres turned up, they needed two goes to get the clearance for the calliper right. I had requested an extra 5 mm on the boss dimensions from standard, but the first set of wheels came with the standard fitting dimension.



Worn 205 trailing arm tube with new 206 version fitted.

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With the brakes bled and the new wheels and tyres fitted it was time to close up the shed. A quick clean out and some slight rearrangement of movable plant and equipment and I was able to fit two cars into the hoist bay, one on, the other underneath, and the 205 into the first bay. The shed was ready for a five-week sleep.

Before our departure. I had ordered some front suspension parts, top mount pivot bearing and bushes, and I had also had the front and rear bumper bars and skirts repaired and delivered to the painter.

All of this was to be ready for me on our return, and it was.

On arrival home from Europe, the first job after resorting the shed for working in was the door trims, quickly followed by the rear bumper and skirt. It was while fitting these that I decided that a new exhaust system was needed. I ordered a new stainless steel cat converter and centre muffler, I already had a twin two inch in and out stainless steel rear muffler that would fit nicely under the back of the 205.

Using pipes and fittings that I already had in the shed I made up new mounts for the rear muffler and after two days of cutting and welding along with very few expletives, I had a new rear muffler and exhaust outlets sitting nicely under the 205.

The parts I ordered from the muffler shop arrived the next day, along with a pair of Koni front struts and all the other front suspension bits ordered prior to our European trip.

Another couple of days and I had completed the rest of the exhaust system, and I only burned myself once on a just welded pipe! Ouch!

The next job was to fit the new Koni front struts, this was a bit easier than expected, the 205 bits are a lot lighter than other Peugeot struts I have rebuilt in the past, so another couple of days and the new front end was finished.

And that's about where I am at the moment.

The A/C pipes are still not done, this week maybe, and I have just paid for a box of trim items from Germany. I also have bits coming from Melbourne (should be here tomorrow), if they do get here I can refit the rear quarter windows, that would be good.

Nearly mobile again.



Refurbished rear end ready for fitting.



Battery now in the boot and interior trim in place.



New front end back together...



...along with the 206 rear disc setup.



Exhaust setup from a collection of pieces in the shed.

Anne terrifies 505 sellers

120 years ago

1899 Everyone in France is saying that steam power is the way to go. Armand Peugeot is not so sure after he and his craftsman build Peugeot car Type 1, a trike with a Serpolet flash boiler slung under the back. It's motoring but the smoke and grime are a motor-ing turn-off for the ladies.

40 years ago

1974 Eleven club members took an advanced driving course at Waterfall and had an enjoyable day despite the continued need for concentration.

35 years ago

1979 Get off your posteriors, demands editor Greg Churm after only two Peugeot show up for the first Penta club round at Amaroo. The previous year saw 25 people at sporting events.

30 years ago

1984 That's the way to do it. Gordon Tindall is named Pugilist of the Year and gets a trophy for his fine efforts in signing up a swag of new members in the Wellington area.

Alan Johnson from Canberra dives into the Parramatta River to rescue his dog at the club concours. He shows a Peugeot 203, one of 11 there, and tells of acquiring an interesting Peugeot 403 van the French embassy had imported. The Oakmans and Whites take several trips from home to ferry their Peugeot 203s.

The club is starting to hand out 10-year badges to members on the anniversary of the month they joined.

25 years ago

1989 An exciting new era in Peugeot motoring with the launch in Canberra in February of the Peugeot 405. The 16-valve engined sports model has been voted best imported car of the year in the US.

Peugeot has now produced 40 million vehicles, 1.3 million of them in 1988. The company is again France's largest exporter.

A changing of the guard: Trivett Classic replaces Hazell Motors as Pug dealer at Parramatta.

Chris Deligny counted 27 people in an elon-

gated and canopied 504 ute being used as a mini-bus in Thailand.

20 years ago

1994 Peugeot Auto Service at Pymble is having a service open day for members and cars can be inspected on the hoist in the workshop without charge. Parts will be on sale and new models will be on display.

Oh dear. The Le Mans-winning Peugeot 905 – so wide, long and ultra low – now doing the rounds of Sydney dealers has snagged its chin on a 2cm high lip of the City Autos showroom in Redfern.

Sorry, Rudolf, we're moving with the lion times. The mag reports belatedly that Santa got to the club's well-attended 1993 Christmas party at the Grubers' place in a Peugeot 304 coupé.

15 years ago

1999 Anne Cosier, shopping for an auto Peugeot 505 wagon, strikes terror in the hearts of vendors by pointing out endless defects in each car she inspects.

Peugeot Concessionaires Australia launches a glossy quarterly devoted to Peugeots new and old plus spot of French culture, the Peugeot Lion.

Gavin Ward remembers lending his first Peugeot 403 to his father, who couldn't believe it got so much power from a four-cylinder engine. "It must be a six," the Holden driver said. Gavin popped the bonnet and got dad to count the plug wells.

Peter Portelli's partner Emma gave him a wrapped tampon to replace the gearbox plug that fell out of his rally Peugeot 504 on the Pacific Highway. It did the trick.

As the computer community ponders possible 2KY hitches, Automobiles Peugeot guarantees that all vehicles sold over the last 20 years, as well as those in development, will be fully year 2000 compliant.



Lucky lad: Only Peugeot boss Ray Bowden and young Christopher Gilles, nephew of our then Pugilist printer John Gilles, were allowed to touch the Le Mans-winning 905 on its 1994 Sydney visit.

206 GTi.

Bill Barry is planning a lion-up to mark 10 years of the Peugeot 306.

Five years ago

2009 Who needs muscle? A couple in a Peugeot 306 with a box trailer overtook a new Falcon XR8 that was having trouble handling outback road conditions during a Herald Drive team 3,000km comparo with the Holden Commodore SSV. A tray top helped get the Ford home.

The club heads to Olympic Park to meet at the new CAMS facility in Sports House.

It's 10 years since Steve Palocz turned his Peugeot 604 from a dollar guzzler on fuel to the cheapest car he has owned thanks to his LPG conversion in 1999.

Bad news: Bob Williams felt like weeping when he learned that his trusty rally Peugeot 203, here posed for a cover shot, was being chopped down to make a "toy" ute for the Peugeot 407 launch TV commercial being filmed in Sydney in 2004.



Get out of here: Snappers are not welcome in downtown Sydney when a Peugeot 407 wagon is being filmed for a French TV commercial. Still, The Pugilist strikes again!

10 years ago

2004

After getting a sneak pre-release preview of the Peugeot 206 GTi180 at the airport a few months earlier, Simon Craig gets to road test one and declares he'd be happy with one as it is an improvement on his



Diesel Injectors

In the workshop

Mark Besley

PEUGEOT HAVE sold a significant number of HDi diesel vehicles here over the past ten or fifteen years. Recently I have heard of a couple of issues related to diesel injector problems. Considering the very high fuel pressure and high compression ratio of diesel engines, this is an area which is under high stress whenever the engine is running. There are two problems that I have heard of, one cheap to fix and the other expensive.

The “cheaper” problem relates to a failure of the injector seal. Apart from running problems, there are obvious symptoms where the high-pressure fuel and partial combustion products leak out. Baked diesel fuel crystallises on the surrounding area, resembling metal bits. This looks very bad and messy but the fix is to remove the injector, clean up the sealing surfaces and surrounding area, and then replace the injector using new seals.

Although the replacement seals are not particularly expensive, the process of cleaning everything is rather painstaking and needs to be done properly. If you're paying for someone to do this, obviously this will affect the labour charge.

A more serious problem occurs if the injector itself develops a fault. Some symptoms of this that have been described to me were blocked exhaust filter, low power, and blocked EGR. If an injector replacement is indicated, this can become a very expensive proposition. The list price for diesel injectors in Australia is in excess of \$1000 each. In an older 307 for example, four injectors could be worth more than half the market price of the car.

People have been exploring various options to obtain replacement injectors more cheaply. One obvious option is to explore other parts sources who independently import Peugeot spare parts. I believe that it is possible to save significantly on the list price but a set of four injectors is still going to set you back a four-figure sum.

More adventurous and much cheaper options include sourcing injectors from the UK – apparently around \$400 for new non-genuine injectors or cheaper still, refurbished

injectors for under £100 (\$170). The people who refurbish injectors will want your old ones on a changeover basis so there are some shipping costs involved (although injectors are relatively small and light). At the bottom end, you can seek secondhand injectors which seem to be plentiful on eBay for \$40 or so per injector. Obviously it is very important to make sure you get exactly the correct type of injector for your engine.

It is also worth considering why injectors might fail. The common wisdom is that cheap or dirty diesel fuel is a significant factor in injector life so please think about where you are purchasing your fuel.



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- 4** The new MICHELIN® Premier® A/S tire with EverGrip™ technology. Bringing multiple performances together with innovative technologies to deliver the total performance all drivers need – that's Michelin® Total Performance™.

Tyres that get better with age

MICHELIN SAID IT has developed a tyre with tread that changes as it wears to reduce stopping distances.

A tyre's grip usually deteriorates as the tread wears down. But Michelin says its engineers have figured out how to preserve wet weather road-holding on tyres that have tens of thousands of miles on them.

The tyre maker's “Evergrip” technology uses more silica, which helps the tires adhere to the road, sunflower oil, which improves cold-weather grip and grooves that expand as they wear.

Tiffane Thompson, Michelin's country operations manager for North America, said the rain grooves in traditional tyres get narrower as the tyre ages. The rain grooves on Michelin's Premier A/S tyres have been designed to expand with wear.

“The wider grooves help channel water away from the tyre,” she said. Another innovation: new grooves that appear as the tyres age. The added grooves also help improve wet weather grip.

In wet weather testing comparing new and worn Premier A/S tyres, Michelin says the stopping distance is reduced by about a car length.

— from *Autonews.com*.

Hank's Outback Trips 2014

Trois Pistes de L'Outback. Monday 12 May – Sun 25 May

Simpson Desert Crossing. Sunday 16 Aug – Sun 30 Aug. This is for club members who have a well set up 4WD.

Lowest to Highest – Lake Eyre to Mt. Kosciusko. Tuesday 14 Oct – Mon 27 Oct.

If you require further information and would like to be put on the email list for further updates please email Hank at: verwoert1@bigpond.com

For sale

Peugeot Partner, disguised as a Citroën Berlingo. White 2001 model, (as seen at many All-French Days). Very good access if tall or have a back problem. Only 300,000+ km (mainly highway driving to/from Canberra), Rego to 26th Feb, pink slip should be done. Comes with radio (AM, FM and CD), Air-Con. Service records available, Heater temporarily bypassed (new hose needed), Spare tyre is brand new, front tyres new last year, front suspension and rotors renewed last year. Economy is good, 12-15 km/litre. Needs fuel tank sender swap (supplied). Asking \$2,500 but will consider offers (unless sold on ebay). John Geremin, jgeremin@yahoo.com.au or 02 9727 5960 (Cabramatta) or 0427 102 060.

307 XSE, 2007 auto hatchback. 8 yr old owner who cannot drive any longer. Always garaged in Bowral; serviced by a Peugeot

centre; well cared for, 38,000km, and most those km were clocked up with long-distance country driving. Small chip on the windscreen and some minor car park scuff marks on the driver and passenger doors, but apart from these the exterior of the car is in tip-top condition — as is the interior. It's a one-owner car, and all the logbooks are up-to-date, registration expires March 2015. Zoran, Epping, zorankovich@gmail.com.

406 STi, 2003. Auto 2.0 litre in China blue. Excellent service history. 158,000km. Clean and tidy, with just a few minor blemishes in the paintwork. Excellent Pirelli tyres. Everything is working well. New timing belt. 6 months registration. Excellent fuel economy at 5.6 l/100km on a recent trip from Bathurst to Sydney. I have relocated to Sydney and the car is not needed now. Excellent value. \$3700, Bill 0400 306 081

505 STi sedan, manual, 1983. Copper gold, very good exter-

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 MARCH, 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.

nally, interior in excellent condition. Reg 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. \$1,650ono, Ron Johnson, 0417 746 085, jgeosci@hinet.net.au .

505 STi. Details on gumtree. I will sell for less as I really need to move it on to clear some space here. I realise transport/dis-

ance may be an issue but one never knows. Vincent vcusack1@bigpond.com, 08 9467 6364. <http://www.gumtree.com.au/s-ad/kingsley/cars-vans-utes/1983-peugeot-505-sti/1035757687>

Wanted

Three plastic Classic badges for rear of 205 GTi Classic. Please contact Jim Kearns 9874 2100 day or 0400 494 561

505 STi Air conditioner compressor, in working order. Contact Bill on 0400 306 081.

Raw deal for Peugeot lion

SACRE BLEU! This is indeed sacrilege — enough to make a Peugeot fancier roar with indignation.

A headstrong rodder has fitted a Lion mascot from a Peugeot 203 as an elegant touch to his carefully customised mid-1930s Chevrolet.

Even worse, he has invited much gnashing of teeth by using a rare Lion that still has its fangs.

As Grahame Foster pointed out, the owner has shown great taste in mascots, but poor taste in cars.

Why would anyone do such a thing? Doug Smith offered a clue in identifying its cut-out Chevrolet grille and Holden bodywork.

Remember, Holden was a body building business before it got into local car manufacture.

The owner has confused the rampant Peugeot and lazy Holden lions.

Grahame took the photo at the Motorists Appreciation Day at Swansea in January, a display which attracted the awesome number of some 500 vehicles.

Most were American, but there were two other authentic Lion badges present, appropriately displayed on two (true) blue Peugeots, Grahame's 306 cabriolet and a 203 sedan with big wheels and a roof rack of luggage.



504 Coupé seals

Rémi Girod

Bonjour. I am the private owner of a 504 coupé and I am trying to remanufacture a rear window seal for the Peugeot 504 coupé. I have contacted www.comptoir-carrosserie.fr that have already remanufactured some, to propose they manufacture it again.

A subscription for remanufacturing the rear window seal for Peugeot 504 coupé has been proposed.

This seal's OEM part number is 8346.14 and this seal is remanufactured in accordance with genuine size and material.

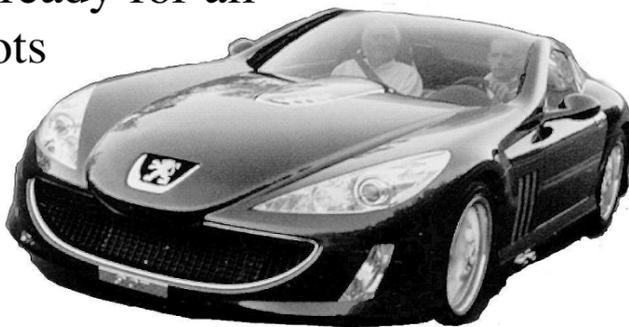
Details of the subscription are on the homepage of the website or www.comptoir-carrosserie.fr http://www.comptoir-carrosserie.fr/souscription-pour-refabrication-joint-lunette-arriere-coupe-xml-236_258_333-3319.html

The indicated price (€107/unit) is for a total number of subscriptions between 20 and 40 units. Above this number, the site will propose a better price at approximately €98/unit.

This is a good opportunity to replace old, dried, leaking seals.

The subscription will close March 15th, 2014.

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Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Muir's European (from March)	Sales Showroom, Service & Parts	205 Parramatta Road	HABERFIELD	NSW 2045	02 9798 8888
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERRY	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
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	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
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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
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Taylor Motors	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
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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

AFTERcare

WE CARE FOR YOUR PEUGEOT AS MUCH AS YOU DO

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

REDISCOVER YOUR CITY

ALL-NEW PEUGEOT 2008 OUTDOOR WITH GRIP CONTROL®.



Grip Control®

Overseas model shown.

Satellite Navigation



Take the driving dynamics of a hatchback, add the robust style, stance, space and high driving position of an SUV and the result is the all-new Peugeot 2008 Outdoor. It features a 7" touchscreen with access to music, Bluetooth™ and USB functions, satellite navigation, along with a panoramic glass sunroof and Grip Control®. It's the perfect car for an urban adventure or a city escape. Enjoy the best of both worlds in the all-new Peugeot 2008 SUV.

*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

MOTION & EMOTION



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