

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

June 2014



■ **Police Pug one of the stars at a very windy Wings Over Illawarra**



Bargain days: The offer was too exorbitant for Yvon Bavouzet of Club 203 403 when he found this dusty old shed full of cars, including two Peugeot 403 cabriolets and a 202 sedan – a cabriolet for 6,000 francs (not quite €1,000) with a free sedan thrown in for parts. He had done better and got his 403 cab from a similar barn that held six 403 cabriolets plus for 1,000 francs (€76) a 403 Darl'mat coupe with 30,000 km and a known history. It was enough to make younger fellow members weep. **Photo: Yvon Bavouzet.**

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MOTION & EMOTION



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Team Peugeot-Hansen launch WRX campaign



Timur Timerzyanov (L) & Timmy Hansen (R)

As rallycross enters a new dawn and the start of the new-for-2014 FIA World Rallycross Championship, the brand new Team Peugeot-Hansen, supported by Peugeot, Red Bull and Total, are gearing up for the first round of the series that gets underway in the Vila Real region of Portugal at the Montalegre circuit this weekend (May 3-4).

The Portuguese event will mark the debut of the teams brand new 550 bhp+ Peugeot 208 T16 Supercar machines, which will be driven by double FIA European Rallycross Champion Timur Timerzyanov (2012, 13) and 2013 European Championship event winner Timmy Hansen,

The cover

Not much was flying at Wings over Illawarra but this Police Pug attracted a bit of attention from Peugeot fans.

Photo: Simon Craig

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who enters his second season in rallycross having moved from circuit racing.

Bruno Famin, Director of Peugeot Sport, is excited by the Team Peugeot Hansen line-up for the 2014 campaign; "World RX is a new era for motorsport. It is very fast and easy for TV but still great motorsport," said Famin. "We have a strong team for the coming season with a pair of very talented drivers: Timur is very experienced, he is already a champion and Timmy is a young pilot with a great potential."

Led by 14-time European Rallycross Champion Kenneth Hansen, the team brings together some of the most experienced people in the sport for an assault on both the drivers championship, and the new teams championship in World RX 2014. Hansen is excited by the challenge as the sport heads into a new era of World Championship competition; "For me, it is fantastic that such great organisation like Peugeot have seen the potential in rallycross. We have been doing rallycross most of our lives and it's great that Peugeot wanted to become involved," said the Swede. "Rallycross is stepping up to a new level now with the World Championship. It will be tougher than ever but together with Peugeot, Total and Red Bull, we believe that we can achieve success."

Russian driver Timerzyanov has seven European Rallycross victories and two European Rallycross Championship titles to his name since

he graduated to the sports top division in 2011 and is looking forward to getting the new season underway this weekend. "This is a new challenge for me and it's really great to have such partners for the team, their commitment to the project is fantastic. Our main goal is points for the team so we can try to win the teams championship, but we also want to fight for the drivers championship too," said Timerzyanov. "The new 208 will be a great car, the team are very experienced and always strong. I'm really looking forward to Portugal, it has been a very good circuit to me in the past."

Timerzyanov's team mate, Timmy Hansen, amazed regular rallycross runners in 2013. The young Swede finished third in his debut season of European Rallycross competition, winning his third event as a full-time driver in Hungary, and scoring several podium finishes during the year. Hansen will return to Portugal this weekend with more experience and new goals for the year ahead; "Last year was an amazing year. To come from circuit racing to racing on loose gravel was all very new to me and I learnt a huge amount," said Hansen. "I have been working hard over the winter and I am very excited to take this next big step racing around in World. It is an honor to have been given this opportunity to work with some of the most successful people in motorsport, I'm so excited to start racing!"

Pictures & story: RedBull



Double Pug snub a rub

Ross Berghofer

IT HAPPENED RIGHT in front of us and in front of the New South Wales Governor, Marie Bashir — and there was nothing we could do about it.

Three bushrangers on horseback rode up to

and I thank the owners for attending the display. Afterwards I contacted the person who invited our club to be the focus marque via email and received the following response from him:

“I am most sorry to hear that there was no prominence given to your marque as having put you in touch with the organisers I assumed there

was effective dialogue and it had worked out for you. My only regret is that I had not picked up on this early enough to correct it informally, as the ex-organiser I was trying to stay out of the way.”

A video of Pugs with aircraft in the background would have been great to send to Peugeot Australia for its website, but sadly cannot happen.

Peter Reeves, a new member, has offered to take on the role of the contact for the Southern Highlands chapter. He will attempt to organise club events in the area, about which he has a strong knowledge. He would like to hear from members who have suggestions for events.

With French Car Day coming up on 13 July, volunteers to help on the day would be much appreciated. Please let me know if you can assist.

Hi platers: you must renew your club membership as at 30 June before you venture out with your historic car. This includes French Car Day – you must renew prior.

Keep on trucking: British Dodge

Wagoneers: Steve & Ross's pugs at the Illawarra Airshow.



the Westpac Bank in Braidwood, forced open the door, stole the loot and galloped off down the street.

It was all in fun, of course, during the street parade on 3 May that celebrated the 175th anniversary of the foundation of Braidwood.

Peugeot people had been invited to participate, but when we got there, a change of plans by the local organisers resulted in us being observers, not participants.

The “we” were Steve Palocz, Neville Summerill, Jon and Beverley Molvig, and Sandra and me. But we enjoyed the parade and festivities. An interesting and rare vehicle on display at Braidwood was a British Dodge light truck.

After Braidwood, Steve Palocz, in blue 404 wagon, and Sandra and I in brown 505 wagon, took off via the Nerriga Road for the coast and Wings Over Illawarra the following day.

Sunday 4 May was a disaster for us. It was too windy for flying, with winds of 30km/h over the runway.

But worst of all the planned focus marque did not occur. Our club was placed innocuously with other cars in the car show. Nine Pugs were there,



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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.

15 June
Simon Craig

Battle of Waterloo

CANBERRA'S ANNUAL gathering of French and British cars, including some bicycles, will be held on Sunday, 15 June at Rond Terraces, to commemorate the Battle of Waterloo in 1815.

In past years, the event has attracted up to 100 cars and about 150 participants depending on the weather. Entry is open to the general public.

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

This year's venue is slightly different to the previous few years, and is situated in Kings Park — close to the Carillion — on the shores of Lake Burley Griffen.

Access will be sign posted and can only be obtained from the north bound lane of Kings Avenue. This means people travelling from Sydney will need to head across the lake towards the Parliament before turning left past

the National Gallery and onto Kings Avenue and across the lake once again.

Drip trays are required for all cars on display. Coffee, tea and drink facilities will be available. The PAC BBQ will be next to the coffee van. Toilet facilities are in Commonwealth Park to the west.

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

The event will be cancelled if there are forecast high or gusty winds or if there is rain. Advice as to any cancellation will be posted the day before on the ACT Council of Motor Clubs website and via email to participating clubs.

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

Contact the ROCC for more info:
Barry McArdie 0415 907 614
email bardot@homemail.com.au
Lisa Molvig 0412 011 927
Map link: <http://goo.gl/maps/u5NQd>

Venue change



Tyre kickers welcome

Robert Rigg

THIRD SUNDAY OF the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

French car owners now have a once a month very informal tyre kicking gathering.

Regional, interstate "froggers" along with all age groups and sexes are welcome. No commitments and no memberships are required.

The tyre kicking will be held every third Sunday

of the month, commencing nominally around 10:30am. This tyre kicking should continue through until all tyre kicking, parts exchanging, information gathering and sharing, boot sales, spruiking, skiting and general talk is complete.

Attendees may arrive and leave at any time at their leisure, attendees may continue on to a walk, a bike ride, a river ferry trip, a meal, a drive, a drink, an engine overhaul or whatever.

Anything formal, along with any hooning shall be frowned upon.

The venue is central for most, is a sizable off-street parking area with a well maintained lawn area that should not be parked out, has amounts of shade, toilets and under cover awnings if it rains,



Inaugural tyre-kickers day on 16 March.

Newington shopping centre is 500m away, along with a nearby river, walks, playgrounds and pushbike tracks for mum and the kids (1km away).

You may also wish to arrive by ferry (3km), a very pleasant style of transport.

The next meeting is on 15 June.

This happens to be the same day as the Battle of Waterloo in Canberra, but the choice is yours.

OASIS

Tue, 3 June

Reg Short

THE JUNE OASIS run will be to the Nan Tien Temple at Unanderra.

We'll meet at McDonald's Heathcote at 9.15 for morning tea, before departing at 9.45 for a leisurely run to the temple at Unanderra.

We should arrive by 10.30am for our tour of the grounds.

At 12.15 we'll head to Dapto Leagues Club for lunch in the brassiere. We are booked in there for 12.30.

For those that want to go direct the temple, it is located at 180 Berkley Road Unanderra and the Dapto Leagues Club is on Bong Bong Road, Dapto.

Club diary

Tue, 3 June
OASIS Run. Nan Tien Temple, Unanderra.

Wed, 4 June
Club Meeting, Veteran Car Hall, Five Dock. 8pm.

Wed, 11 June
Committee Meeting, Wenty Leagues Club, 8pm.

Sun, 15 June
Battle of Waterloo, Kings Park, Canberra.

Sun, 15 June
Tyre kickers morning, Silverwater.

Tue, 1 July
OASIS Run. tba

Wed, 2 July
Club Meeting, Veteran Car Hall, Five Dock, 8pm.

Sun, 6 July
Queensland Grand Display of French Cars

Wed, 9 July
Committee Meeting, Wenty Leagues Club, 8pm.

Sunday, 13 July
All French Car Day, Silverwater Park. From 10am.

Sun, 20 July
Tyre kickers morning, Silverwater

Sun, 27 July
NSW Motorkhana rd4. Nirmiba TAFE.

Sun, 3 August
Summerland Classic Car Show, Lismore

Tue, 5 August
OASIS Run. tba.

Oh 3 Weekend '14 City of Orange 12-14th September

This is a weekend of exploratory relaxation in one of the prettiest of NSW towns. Arrive Friday afternoon (3½ hours from Eastwood). On Saturday we explore Orange and its unique historic homes with morning tea at beautiful Cook Park where you can explore, relax and chat. We take a short scenic drive to Lake Canobolas for picnic, lunch, walk and relaxation (There is also a Kiosk/Café beside the lake). On Sunday we visit the historic town of Millthorpe for lunch and head back home with Panorama Raceway an optional extra.

\$230 for 2 nights for 2 people with 2 continental breakfasts.
Dinners have been booked at Motel Restaurant (Friday) and RSL (Saturday)
No gravel or dirt roads
No night driving
Toilets at all stops
Bring thermos and esky.
Bring or buy sausages etc for BBQ lunch on the lake (Butcher, fruit, vegs, coffee shop 3 minute walk from Motel).

Motel - Mid City Motor Lodge
245 Lords Place, Orange
P : 02 6362 1600
E: reservations@midcitymotorlodge.com.au

Organiser / Jim Kearns
Please contact for further details including a mailed package of brochures for you to pre-trip read and to be inspired.
P : 0400 494 561 or 9874 2100 (weekdays)
E : jkearns@bigpond.net.au



The Clarendon Classic Machinery Rally

20-21 Sept

The Sydney Antique Machinery Club Inc invites members to the Clarendon Classic Rally on 20 and 21 September, at the Hawkesbury Showground, Racecourse Road, Clarendon. The event will feature many antique machinery exhibits including stationery engines, antique tractors, trucks, tractor pulls, and vintage and classic cars. For more information about the rally contact Steven Muscat on 0418 453 203.



Burwood Festival Classic Car Show & Shine

The organisers have invited our club to their event on Sunday 21 September, from 10:am to 5pm.

Each year, as part of the Burwood Festival, Burwood Council hosts its Classic Car Show

and Shine.

The event is held on Burwood Oval with a \$10 entry fee.

Contact Ross Berghofer on 0409 504 551 if you would like to know more about this show.

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Interlude Tours

An interlude with Venture Holidays to Vietnam and Cambodia ex Sydney on 22 Oct 2014

Flying into Ho Chi Minh city with Vietnam Airlines, the tour includes four days on the RV Mekong Pandaw to Phnom Penh, visiting Siem Reap, overnight train trip to Sa Pa, Hanoi an overnight Halong Bay cruise, Hoi An and more.
22 days \$6850 PP twin share.
Spaces limited

For details - phone Jeanette 02 9405 2218 or visit our website.
www.interlude-tours.com

Marulan Track Day 31 August

Helen Louran

Time for Marulan track

Helen Louran

As promised here are further updates and a call for expressions of Interest for our Marulan Track Day on Sunday, 31 August, hosted by our friendly HSRCA Club.

We're looking about about 40 participants, including other clubs, and the cost will be \$140.

If required a participant licence will cost \$40, paid on the day at the Marulan Driver Training Centre and it will be valid for one year.

It will be a timed event, but there will also be sessions on the track with instructors for less experienced drivers.

You can nominate whether you want to be timed or not and what class you participate in.

Without saying too much, the track by then may be extended by 200 metres, so that should make it interesting. More on Marulan at mdtc.com.au.

It should be another GR8 day.

Cars need to be road registered, and or capable of road rego, as there are noise restrictions.

Other clubs invited will be Citroën, Renault, Fiat, Austin Healey and Lotus.

Sooo, it could be first in best dressed. Don't leave it, too late.

Further info and entry details will follow in next month's magazine.

Expressions of interest or any questions please contact me via email at pinky206cc@optusnet.com.au or call me on 0413 594 792 or (02) 9718 0321.

You can also contact Peter Lubrano, our Peugeot / HSRCA liason man on 0405 991 336 or Richard Cardew, the HSRCA chair of registrars, at rcardew@primus.com.au or via phone on 0405 459 546 or (02) 4384 1546.

That's all for now. Till next month, Pinky.



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Never mind the size

Peter Wilson

AS BLUE BOXES go, the tiny Muirs federation cottage set back from Sydney's bustling Parramatta Road would probably be one of the smallest in the world of Peugeot. It's also cute.

Where Peugeot had a good foothold at the nearby Wattle Street crossroads until 2002, it now has a toehold in prime Sydney inner west motor trade real estate and the promise of more in the future.

It might not be what Paris expects in a city the size of Sydney but it is attracting customers and getting results.

The cottage is at the rear of a lot that is about a dozen metres wide and behind a smart tall proscenium with the characteristic PEUGEOT sign



and a sloping open forecourt where three lanes of Peugeots are displayed.

Actually the Peugeots on show overflow into an extra lane cribbed from the bigger Kia site next door.

Despite the size of Muirs European, which is miniscule compared with the more prominent Renault dealership a kilometre further to the east, the new car business is on target and building up, according to its manager, Dan Daniel.

He was pleased to say he had sold his fourth Peugeot RCZ, the most recent being to a woman who had traded her early white RCZ on a new red model with the revised face.

This is impressive considering 16 RCZs new registrations were made nationally in the first three months of the year.

Mr Daniel said the most buyer interest was in the Peugeot 4008, in line with the trend at other dealerships.

The Muirs reorganised its service centre to handle Peugeots and it has also attracted customers. The sales premises are temporary and the plan is for the brand to take over the Kia site when Kia goes into a projected showroom across the road. That development could depend on what is in store for Parramatta Road as a result of suggested state planning changes bringing uncertainty to its future.

However, it turns out it's handy having Kia next door. Some visitors attracted to Kia wander along to inspect the Peugeots and the more



Starting point: All the models are represented.

aspirational decide they would rather have a European car and buy a Pug.

Meanwhile, new registrations of Peugeots remained steady in April, close to the January and February totals, according to official figures.

This means that Peugeot is doing better than the national market's steady downhill trend this year.

Australian April new car sales figures fell to a two-year low of 80,710 units, down 5 per cent year-on-year. It was a holiday month but the industry reported fewer passenger cars were sold. Some volume brands were knocked about as consumer confidence faded amid talk of a tough

federal budget.

Market leader Toyota was down 2,000 units to 14,930, leading to heavy recent spruiking of its early end-of-financial year sale.

Although Peugeot's April result exceeded those of the previous April, its year-to-date total of 1,390 was down on 2013's 1,595 and 2012's 1,652.

According to first quarter figures, the 4008 has gained in popularity since last year with 338 new registrations. It is certainly doing better than Renault's more basic Koleos (183).

The 4008 has overtaken the 208 as Peugeot's leading model.

The 208 sales of 195 units for the quarter have been diluted by the arrival of the 2008 crossover.

Small SUVs are the buzz models with sales up 13 per cent in April while other SUV segments were down. The choice of models on the market is widening, the lead-

ers being the Hyundai ix35 and Nissan Dualis.

The 2008 gained 118 sales.

Numbers for the 308, 508, 3008, runout 4007 and RCZ were well down on the 2013 first quarter.

It is possible the powerful RCZ-R coupes will go on sale this month. At the time of writing no announcement of its release or price has been made on industry websites.

It is under stood the price will be high for this distinctive model with a turbo 1.6-litre petrol engine scorched to produce 199kW, six speed boxes and Torsen diff.

Fifty units were ordered for Australia last year and the first batch delivered has been stashed at Peugeot Automobiles Australia's Homebush headquarters.

Renault, Fiat and Alfa Romeo have been doing well.

Renault gained 29 per cent in the first quarter and strong sales across its range included the Clio (532), Megane (582) and the Trafic van (183).

Renault had 642 new registrations in April to take No. 19 on the sales chart, four places ahead of Peugeot.

Fiat had 476 sales, Volvo 293, Skoda 161 and Alfa Romeo 217.

Citroën had 80 sales, with the Berlingo van its most popular model.

Australia's most popular new models in April were the Toyota Corolla (3,315, the Mazda3 (3,507), Toyota HiLux (2,574) and Holden Commodore (2,443).

Australian Q1 Sales

Model	Q1 2014	2014 Posn	% Gain	Q1 2013	2013 Posn
207	8	278	-89%	70	195
208	195	159	-22%	250	142
2008	118	179	new	-	-
308	145	171	-54%	312	127
3008	32	230	-56%	73	194
4007	17	259	-65%	46	210
4008	336	134	79%	188	159
508	84	194	-59%	204	155
5008	37	227	new	-	-
RCZ	16	261	-65%	46	212
Partner	11	271	-35%	17	252
Expert	11	269	22%	9	262
Total	1010	23	-17%	1218	23

Cameron Corner



Neville Summerill

I'M ORGANISING another Peugeot drive to Cameron Corner and would like to know of interest in members attending. Here is the itinerary and commentary on the event.

This trip will loosely follow 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.

But 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 no later than the end of July 2014. Contact Neville Summerill on 02 6458 7208



11-23 August

Mon 11 Aug

- | | | |
|--------|---------|---|
| Day 1 | 420km | 08:30 We start from Grenfell for Forbes, Trundle, Tullamore, Tottenham (centre of NSW) then on to Nyngan overnight. |
| Day 2 | 460km | Nyngan, Quambone, Carinda, Wallget, Collarenebri, Mungindi overnight. |
| Day 3 | 390km | Mungindi, Gundaboure, Glendalough Gate, north to the Dirranbandi – Hebel road, Hebel, Goodooga, Brenda Gate, Tolby Gate and Jobs Gate, Ellerslie Station. Overnight bush camp. |
| Day 4 | 310km | Ellerslie Station, Engonia, Barringum, Wirrawirra, Yantabulla, Hungerford. Overnight. |
| 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 | Pooncarie, Mungo, Penarie, Oxley, Maude, Hay to finish this trip. |

Sun 23 Aug



Members pay up now!

Steve Palocz

MEMBERS WITH CARS that are on conditional car club registration a reminder that you have to be a financial member of the club to use your car. So you need to renew car club membership by 30 June. After 30 June you can not use your car until you have renewed your membership because it is technically unregistered until membership is renewed.

Please remember to have the club magazine with you all the time when you use your historic car even if you are coming to the car club meeting.

Also when you send your historic rego papers to Ian Robbo or to me a reminder that the **postage for small letters is now 70c**. If there is an incorrect stamp on your letter or return envelope your rego papers will be delayed coming back to you.

Laurie the collector

April 1940 — April 2014

Peter Wilson

Laurie Stewart used to say: "You can't collect everything. Where would you put it?" He was a prolific collector – Peugeots, Hillmans and other cars as well as unusual plates, auto memorabilia, magazines and books – and between three homes, different sheds and some old ladies' garages, he found somewhere to put things.

"He took on five lifetimes of work," his partner Karen said. "He would say, 'If we don't save it, it will be lost.'"

Laurie didn't talk much about his many cars. That was private. He thought if too many people knew about them, some might disappear.

"People would ask him what he did with all his cars, saying he could only drive one at a time, and Laurie would say, 'I think about them,'" Karen said.

Since Laurie's death from cancer in April, Karen has found it difficult to think about the cars yet. Some will be sold. To start with, perhaps the 1960 Dodge truck he used as a tow vehicle and the 2000 Peugeot scooter.

There could be 20, including a few Peugeots, two Citroëns, a Hillman station wagon and two convertibles, trucks, two fire engines, trailers and a veteran Berliet in pieces. He also had a Bridgestone motorcycle.

Born in 1940, Laurie grew up in Russell Lea and his first car was his first of several Hillmans. In 1981 he founded the Hillman Club of Australia and was member No.1 He assisted with its magazine and attended Easter rallies. He also belonged to the Veteran Car Club of Australia, to the Historic Fire Engine Club, the Jaguar Owners Club and to the Peugeot club from October 1997.

Laurie found most of his cars through the Trading Post, always seeking out unusual models. He also picked up things through swap meets and country trips.

He had a vast technical knowledge of cars and the old car movement, and had no hesitation in sharing it or in helping people. He had a reputation for being patient and meticulous in the workshop.

Laurie joined the old Roads Board at the age of 16 and became a surveyor. In the 1990s he managed complex contracts for the RTA and he retired in 2000.

He knew Karen as a fellow worker. She was an engineering draughtsman in the RTA road design section and as a girl used a lathe in her parents' engineering factory.

She was a Peugeot club member in the 1980s

so when they got together he discovered the merits of Peugeots. Karen had the 1974 Peugeot 504 Ti that is still her daily driver. Laurie was impressed when he drove it and bought a couple, one for spares.

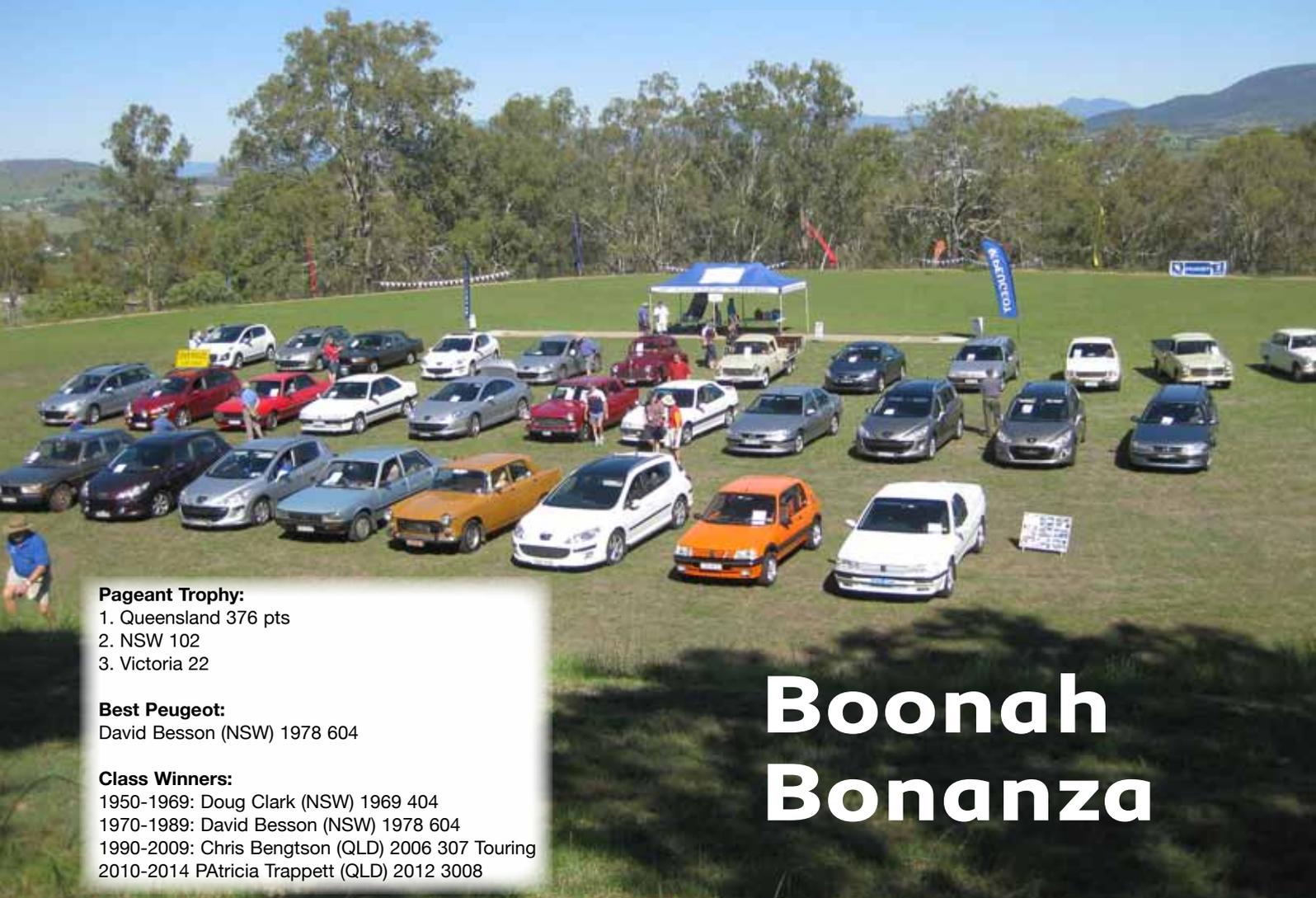
They attended car events together and did regular rounds of the collection, doing work on some and pumping tyres of others. In 2000 they had the brilliant experience of visiting the Sochaux factory with Wal Glading's club tour of Europe.

Laurie had coped with leukaemia in the 1990s. When he had a major heart attack in 2001, Karen got him to hospital in six minutes. A quadruple bypass gave him another fit 13 years for his interests and he attended club meetings to catch up with his many friends when he was in Sydney.

However, Laurie developed a series of skin cancers on his head and they proved fatal.



Laurie Stewart and his partner Karen Mitchell at the 2007 Shannons Club night in St Leonards



Pageant Trophy:

1. Queensland 376 pts
2. NSW 102
3. Victoria 22

Best Peugeot:

David Besson (NSW) 1978 604

Class Winners:

- 1950-1969: Doug Clark (NSW) 1969 404
- 1970-1989: David Besson (NSW) 1978 604
- 1990-2009: Chris Bengtson (QLD) 2006 307 Touring
- 2010-2014 PAtricia Trappett (QLD) 2012 3008

Boonah Bonanza

John Gambrill

WELL IF YOU weren't at Boonah in Queensland over Easter, you missed out on a fantastic weekend of cars, competitions and companionship at the Peugeot Easter Pageant. Boonah is about 150km west of the Gold Coast.

"The Outlook" at Boonah was an ideal setting for the event as all activities with the exception of the Observation Trial, were on the grounds both day and night. It is situated in the Scenic Rim area with spectacular mountain views, more of which were revealed on the observation trial. The staff at the Outlook were most helpful and provided us with excellent meals at all times.

The competition got off to a good start with the Concours, where 31 cars lioned up to be judged.

After thorough consideration by the judges, NSW competitors Doug and Jean Clark won their class with their 1969 404. Dave Besson and Gayle McKay (also from NSW) won their class with their 1978 604 and also took out best car of the day trophy.

Even though they live in NSW and belong to both NSW and Qld clubs, their points went to Queensland — so much for state of origin!

Next up were the driving skills tests, some of which were diabolical. These definitely weren't speed events! Although NSW did our best, we were not up to the challenge of the Queenslanders. There were also motorkhana tests for those that wished to participate in faster events.

The observation trial went through some beautiful country (to distract our observers). However Anne and Graeme Cosier came in third with more NSW entrants Pat and Jim Brear and Robyn and John Gambrill finishing in the top 10.

The rocker cover racing event brought out the creative thinking and engineering expertise of all participants. After careful scrutineering to ensure all cars followed the rules, Keith Bridge did well but was out-classed by the high tech later model rocker covers from the Queensland competitors.

The presentation dinner was most enjoyable with the venue decorated with French and Peugeot items, with good food, good company

Councours winners, L to R: Patricia Trappett, Chris Bengston, David Besson & Doug Clarke



and an interesting Guest Speaker. John Wright talked about his experience with Peugeots and his life as a motoring journalist.

There is no denying that Richard Marken from the host club is an innovative person, apart from his work on his Peugeots, he had to make moulds to enable him to produce chocolates in the shape of the Peugeot lion, which were placed on all of the tables.

Richard had also made the very smart rocker cover racing tracks that included a simultaneous racer launching system.

Congratulations must go to the Queensland Club. They chose an excellent location, provided good organisation, managed perfect weather and need I add, also won the champion state point score. NSW was a close second. Well done to our team.

If you haven't been to a Pageant, they are good fun, give you a chance to participate in the events that appeal to you and an opportunity to meet fellow Peugeot owners and inspect their cars. Unfortunately, there were only 2 participants from Victoria and one from Western Australia this year, plus about 15 from NSW and about 32 from Qld.

It was announced that next year's Pageant will be in Tasmania, but more details aren't available yet.

Pictures: Graeme Cosier



Rocker cover racing in full swing



A 504 "Turbo" on display





The History of Peugeot in Australia

Russell Hall has been delving into the National Library Archives



The Peugeot 203 arrives

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.

Peugeot cars and motor bikes had been sold in Australia since 1903. The make had been officially marketed since 1915 and was well known. Yet sustained commercial success had proved elusive. At times it seemed Peugeot was set to become a major part of Australian life, most particularly in the 1920s, only for success to slip away. The common factor was not problems with the cars but with the importers. Peugeot seemed to sometimes attract a sorry collection of car dealers, who in certain cases were actually fraudulent. After the war a new situation presented where circumstances both in France and Australia meant it would be possible to re-establish the marque. Success would be totally dependent upon the appointment of capable importers. The tentative marketing of the 202 from 1947 had not generated any great demand for Peugeot.

The political environment for French car imports had changed. Importers always faced high tariffs but the situation had worsened during the Depression. In 1932 the Imperial Economic Conference in Ottawa had effectively halted French imports into Australia by imposing an additional 10% tariff on non-British imports, in force until 1938. After the war our government was keen to renew agricultural exports to France and the French were keen to buy our wool. There were not the dollars to buy many American cars and Britain was limited in what it could supply. It was not possible to meet the demand for cars from the existing assembly plants. The idea of France supplying Australia with cars was welcomed by both countries.

Peugeot had prospered and grown during the 1930s. It was conservatively run and its engineering highly regarded. After the

war the French government looked to its motor industry for badly needed foreign exchange and Peugeot was expected to export half its output. Peugeot was a willing participant in the Pons Car Plan which allocated market sectors to each maker. Peugeot was to abandon its pre-war multiple model strategies but now have only one medium 1300cc model. The larger 402 was not replaced and the segment taken by Citroen.

Peugeot had begun designing the 203 in February 1945. The new car had to replace the economical 202 but to have performance to satisfy the 402 owner. It was to be an advanced design incorporating nearly all the developments of post war automotive engineering. The detail in the design made it stand apart. Opening the alligator bonnet showed an exceptionally clean and uncluttered engine bay with a careful placement of components for easy access. Everywhere care, thought and design skill were evident such as the brass wing nut that allowed easy grille removal for battery access or the small crank handle clipped in the glove box in case the electric wiper motor failed. Even the jacking system made wheel changing simple, easy and clean.

The bodywork was sleek and aerodynamic with a CX of .36. It was American inspired and looked more to the 1940s than the 1950s. By the time the 203 was on sale in 1949 the first American cars with modern three box bodies were on the market. The "ancien design" didn't affect sales. We can be thankful this oversight by the Peugeot design team left us such a beautiful and elegant body.

The motor design was patented and Chrysler was to use the valve train under

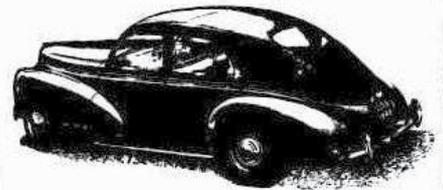
Peugeot



SPECIAL ANNOUNCEMENT

Owing to the tremendous interest shown in the magnificent new Peugeot car, we have decided to open our showrooms on Saturday mornings. Here is a grand opportunity for you to inspect a really beautiful Continental car in the moderate price field.

ORDERS WILL BE ACCEPTED



Canada Cycle & Motor Co.

(VICTORIA) PTY. LTD.

352 LATROBE ST., MELBOURNE FJ3155

The first Canada Cycle & Motor Co advertisements for the 203 in the Argus, Sept 1949



PEUGEOT . . . a lovely car in every sense of the word . . . Brilliant French engineers and designers have combined to give us in Model "203" a master piece of beauty and performance. Peugeot "203" is like a gull on the wing . . . So easy . . . to glide drive . . . to turn. So smooth on the rough roads . . . so urgent with magnificent power and acceleration . . . More than a mile a minute, speed with ease. And inside? Why, yes, step inside Monsieur and Madame. And the children too, yes? Generous space, and the comfort that makes you say "Ah-h-h-h" And economy . . . Out! even our poor franc can smile . . . 31 to 38 miles per gallon. And Peugeot "203" is an elegant car. Yes, Peugeot "203" should be and can be your car, the car of today for town or country.

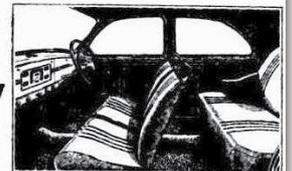
Peugeot

is at the

Royal SHOW

Stand No. 135

Cnr. McCracken and Lobb Streets



CANADA CYCLE & MOTOR CO. (VIC.) PTY. LTD.
352 LATROBE STREET, MELBOURNE, C.I.

Telephone: FJ 3155.



wrecked during the 1960s. Canada Cycle & Motor Co. proceeded to appoint a wide dealer network including numerous country dealers. The first country dealers mentioned are at Horsham and Heywood. The car was displayed at the 1949 Horsham Agricultural Show, a reminder of the 1920s when the local dealer also displayed Peugeots. Regan Motors was one of the first metropolitan dealers and it remains a dealer today.

The cars were put on sale in September with a display at the Melbourne Show and advertisements in the press. There were no cars to buy but this was not unusual for the time. Buyers were used to waiting lists. As noted, Canada Cycle & Motor Co was a conservative company and was not going to be stuck with a large inventory of unsold cars if the model failed. A shipment was promised in December and did arrive. The size of the shipment is not known but is unlikely to have been large. I believe those vehicles appeared in the 1950 registration figures. The 203 was not available in quantity before February 1950. Harden & Johnson began advertising in late September. They took a more aggressive advertising stance and had the highest sales in Australia. The cars were imported unfinished in brown undercoat without bumpers, tyres or hub caps to reduce the tariff. Later the wheels were also locally made. A shipment in mid 1950 arrived with French bumpers. Sydney was the port equipped to handle car imports although it was often strike bound. Peugeots were also unloaded at Adelaide. The Port of Sydney management complained during 1950 that importers were not clearing the cars quickly enough. I suspect hundreds of Peugeots awaiting the tyre fitters may have been culprits.



Body being mated to the mechanicals 1950.

West Australian December 1949

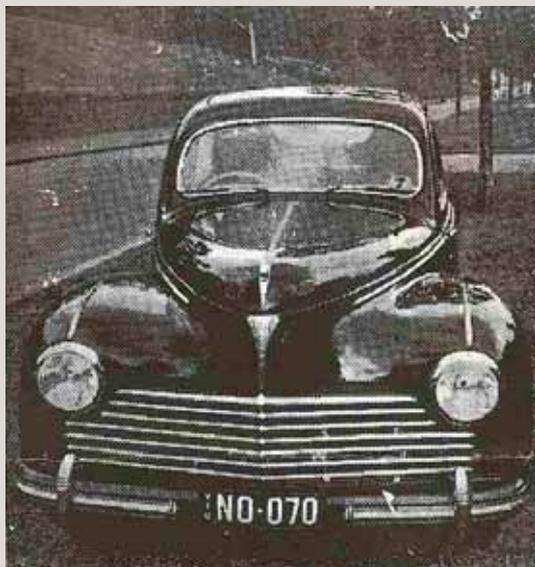
Right hand drive conversion didn't extend to the internal boot release, bonnet release and the single door lock. All remained stubbornly on the left. The cars arrived with yellow headlamp

globes which were replaced. A newspaper columnist was amused to find a French sticker on the windcreens which translated to: "She is young and pretty. Look after her. Thank you." Regan Motors drove some of their cars to Melbourne. Staff would be offered a weekend away. They would travel to Sydney on the overnight Spirit of Progress and drive the undercoated cars back to Melbourne. The 203 was well priced. It went on the market for £895. This converts to just over \$41,000 today. Basic transport started at £568 for the austere Ford Anglia. The best selling Austin A40 sold for £716 and the new but almost unobtainable Holden for £800. The 203 was about £35 more than a Standard

Vanguard or Morris Oxford but offered a superior driving experience. In France the 203 sold for £725. The Australian price was reasonably close to the French price considering shipping costs and import duties. To keep prices down the internal heater demisting unit was deleted. This is a pity as it was well designed and a feature of Peugeots since the mid 1930s.

The Australian press carried a report from a French source that Peugeot would supply Australia with 4000 to 5000 cars a year. In reality they had committed to supply 1000 cars in the first year. Australia was the largest right hand drive market for Peugeot. When the Menzies Government was elected in late 1949 Peugeot became concerned and had to be reassured import agreements would remain the same.

After the release of the car it became obvious that the number of cars ordered



The first 203 imported.

was inadequate to meet demand so a "special large steamer" was chartered to bring a shipment of several hundred cars to Australia. This ship berthed in Sydney in mid January 1950 and the cars appeared in showrooms in February. The vehicles in this shipment were built in October and early November 1949 with serial numbers beginning with 1114 to 1116. Dealers now had stock to offer. The car went on sale in Western Australia in February, accompanied by a show of high class French fashion.

For the first time Peugeot was being promoted by well resourced and capable dealers. What would an Australian buying public used to British and American cars make of this very different French vehicle?

Acknowledgement: Canada Cycle & Motor Co 1914-1965 Ed. Thomas Batten

Yes, a pub with no beer

Paul Playoust

AFTER AN encounter with shearers, travelling on sometimes dusty outback roads in hot days, even if the nights are cold a man works up a well-earned thirst.

It was when Rob Payne and I spent three days on the Victorian club's Trois Pistes de l'Outback expedition last month.

We joined the group with the others from NSW at Broken Hill. Brian Hall took over as tour leader when the Verwoerts withdrew from the trip because Jo's mother had died.

We headed through Wilangee, the dog fence maintenance base, Hawker Gate to Tibooburra.

The trip with the 15 cars in the group was interesting, particularly following the dingo fence.

We saw the shearing in progress during the stopover at Pine View Station.

We headed homewards from Tibooburra and the group headed for Cameron Corner, the Old Strzlecki Track and the Birdsville Track.

We intended to stop at White Cliffs overnight, going the long way via Wanaaring, but decided to make Hay in the day, travelling direct, picking up the Cobb Highway at Wilcannia.

We would have stopped longer at Ivanhoe, but left pretty quickly. I'm embarrassed to report that it is possibly the only place in Australia, would you believe, that has a part-time pub, open from Thursday to Sunday.

The road was good, mixture of sealed and recently worked gravel, flat and straight with



Dead Centre: The Pugs arrive at the geographical centre of the Australian mainland (southern NT). For the anoraks, the location was calculated from 24,500 points at the high-water mark of Australia's coastline, and named after Dr Bruce P Lambert — a former Director of the Division of National Mapping. The measurements were taken and the monument was erected in 1988 as part of a Bicentenary project.

occasional traffic, a bit reminiscent of the Nullarbor and well handled by the 504Ti.

What a great touring car; with the extra power from the injected motor coupled with the five-speed box, we made Hay by dusk comfortably.

We camped by the spacious Murrumbidgee River camp site provided by the local shire. Plenty of timber about resulted in dinner by a good campfire.

All together we clocked up just under 3,000km for the trip, averaging round 9l/100km.

On the way to Broken Hill we visited the recently opened flying boat museum at Lake Boga, just outside of Swan Hill.

During World War II it was the main secret inland facility for storing and servicing a large number of flying boats secure from the Japanese after the bombing of Darwin and Broome, where 16 of the Dutch East Indies air force Dornier flying boats were destroyed.

A bigger base was at Rathmines, on Lake

Macquarie.

Lake Boga employed about 1,000 personal.

A reconstructed and restored Catalina flying boat occupies most of the museum building, even today a most imposing craft, plus lots of memorabilia.

The base serviced repaired, restored, rebuilt or overhauled 416 aircraft including Catalina, Dornier, Sikorsky KingFisher, Sunderland, Walrus and Martin Mariner. The records show 1,080 landings and 800 test flights and associated aerobatics.

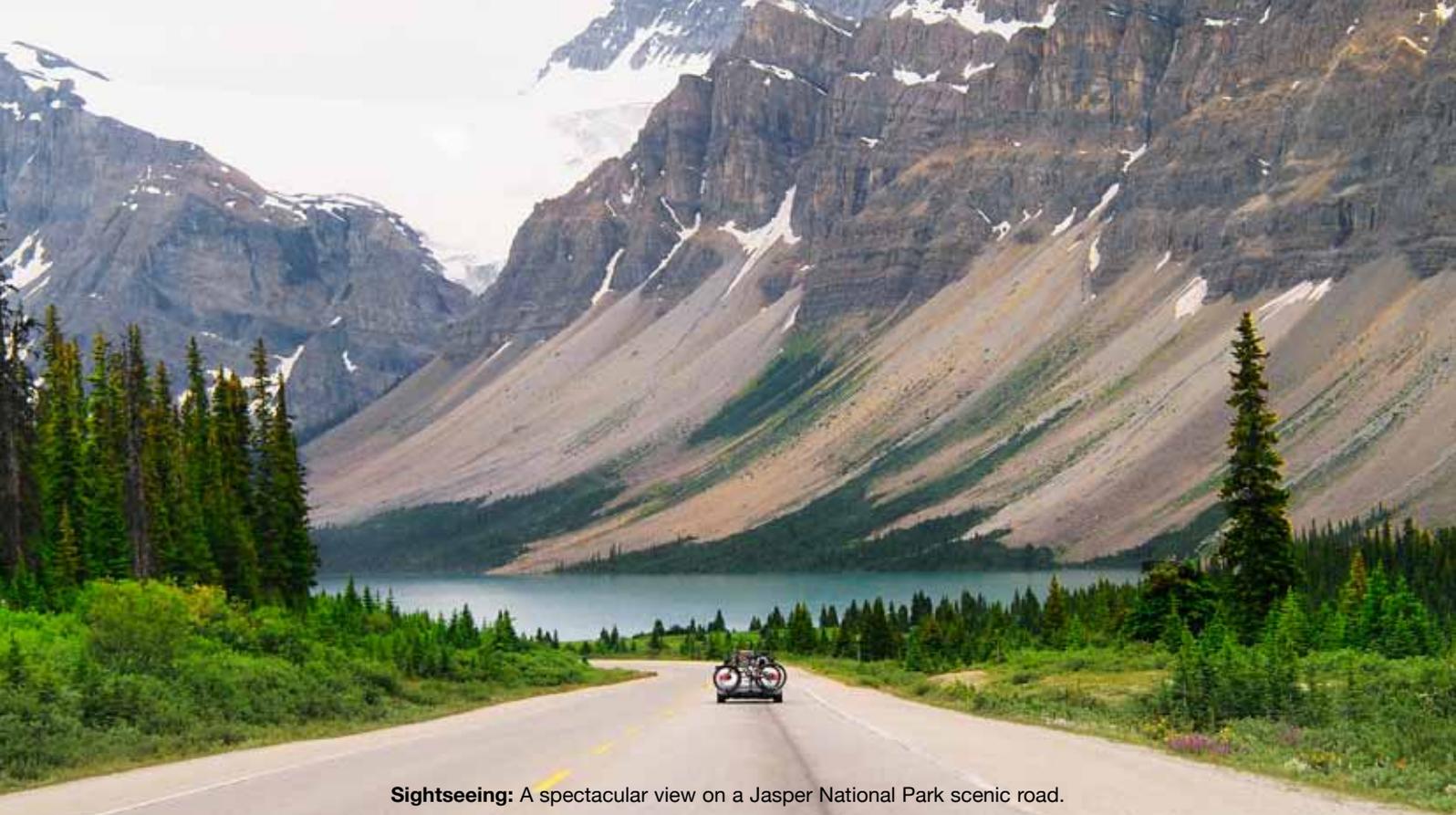
The Dutch still had a few Dorniers, but as you could imagine, being German, replacement parts were a problem unless they could be made locally.

The museum is run by Rotary and also has the underground communications bunker returned to how it was at the time.

It is well worth a few hours' visit if passing through the district.

A Catalina has pride of place at Lake Boga's Flying Boat Museum. A24-30 started life as a US Navy Catalina in 1941, however due to severe damage, its wing and engines were mated to a Dutch Catalina at Java in 1942 to make the aeroplane it is today. It served in the RAAF from July 1942 to 1946.





Sightseeing: A spectacular view on a Jasper National Park scenic road.

Driving across Canada — and paid to do it!

Les Hanson

WHEN YOU HAVE worked and driven a territory the size of Canada, it is not easy to settle back into an office job.

Yet that was my lot in September 1973 when I returned to Australia after eight adventurous years overseas as a foot-loose young journalist.

Actually, the Canadian travel job was a break-away from journalism. It lasted three years.

Previously in Toronto, I had worked for Canadian Press and the Ontario Department of Education.

One day, while seeking to expand my immediate horizons, I spotted an advertisement placed by an American publishing company that sought a textbook representative to promote its products across Canada. They wanted someone with communications skill, a willingness to travel plus knowledge of the Canadian education system.

I soon convinced them that I was the man for the job. At the time, there was a pronounced anti-American sentiment in Canada, so the company thought it an advantage to employ an Australian to be “the face and voice of the company” within the Dominion.

By that time — October 1970 — I had been overseas five years and already had driven around Australia, New Zealand, the United Kingdom and much of Europe. Major cities in which I have driven include London, Paris, Rome, Barcelona, Istanbul and Cairo.

Among the early cars I owned and drove were Peugeots, Vauxhalls, Hillmans, and a 1949 Baby Humber that saw me around New Zealand’s north and south islands in 1966.

Snow-ploughs

Initially, Canada seemed a daunting task, especially when I saw the size of the territory and the number of schools, colleges and universities I had to cover.

The work involved calls on various lecturers, professors and other academics that were using or might use the company’s impressive list of titles over a huge range of subjects.

My skill was to place the book in the right hands. Often, if a company textbook was adopted for class usage it could mean the sale of 100 or more copies.

Driving across Canada was mighty challenging at times. Although I never saw the TransCanada Highway closed — due to daily use of snow-ploughs in winter — I still had to drive on many icy or snow-affected side roads.

For my task, the company supplied a leased vehicle, fitted with snow-tyres, and a sizeable expense account to cover meals, fuel, and accommodation costs.

The first leased car I drove was a weather-battered yellow Chev Impala. Then followed a 1971 pale green Ford Galaxia and a 1973 tan Chev Impala. Considering the massive mileage covered, these vehicles performed quite admirably with minimum repairs needed.

Only once did I slide off a roadway. The yellow Chev’s power steering tricked me atop the ice one day and led me into a rural road-side ditch.

Accidents

But I did see numerous accidents over three years and many near-misses. On one occasion I was trailing a car in dangerous conditions on the 401 Highway, which traverses Ontario. The woman driver suddenly lost control on the icy surface. Her car spun several times before it stopped in the middle of the highway, faced in the opposite direction. By this time, I had also stopped and only inches separated the two vehicles.

Both drivers then looked straight at each other. I will never forget the expression on the woman’s face. She well knew what might have happened in those treacherous conditions. Fortunately, my local road knowledge and experience had also prevailed.

Just to travel across Canada by road is a memorable event. Exotic names on my “hit-list” included Medicine Hat, Moose Jaw, Red Deer, Portage La Prairie, Prince Edward Island, Newfoundland plus the big cities of Winnipeg, Calgary, Edmonton, Montreal, Quebec City, Halifax and St. John,

For recreation, throw in the Rockies with Banff and Lake Louise, plus the prairies and eastern maritime provinces, and you have an ideal territory in which to work and drive.

Never could I forget feasting on roast buffalo tongue and vegetables at Winnipeg’s Fort Garry Hotel one Sunday night after a long drive across Ontario’s north western reaches, aptly described as ‘the roof of civilisation.’

Frozen oil

I will never forget my time in Saskatchewan, a prairie province. One night I parked outside a motel in Regina. Overnight, a snowstorm hit the city and next morning I had to use a shovel to find my snow-covered car. It then failed to start because the engine oil was frozen.

Locals informed me that I needed to install an engine block-heater to avoid any future problems. I then noticed that drivers had plugged these heaters into power points located on rails outside the motel.

Twelve months later, again in mid-winter, I visited Regina. Recalling my first experience, I diligently plugged in the block-heater to a power point at another motel. To my horror, the car would not start the following morning ,

When I informed the moteliers of this situation, they apologetically advised me the motel park had experienced an overnight power failure.

The car was then towed to a nearby garage where it spent the day having the frozen engine oil thoroughly thawed out before I could resume driving it. For the rest of that day, I used taxis to make my various town work calls.

Such are the hazards and pitfalls of driving in Canada, a country so vast that it is bound to present some problems to drivers at different times.

But overall I have no regrets that I took on the textbook promotion job. With a good salary plus commission, I had no reason to complain. More than 40 years later, I still think I have seen more of Canada than the average Canadian and I was paid to do it.

More recently, I worked in Townsville as North Queensland correspondent for Rural Press, when I also covered another huge territory, which included Cape York, the Gulf Country and parts of the Northern Territory.

No wonder those office jobs never really appealed to me. Give me the great outdoors any day plus a Peugeot to boot.



Chilling out in Winnipeg: Stuck in Christmas traffic.

Good on you, Jack

David Bean

THE MINI COOPER S was moving swiftly past Victoria Station in London in the 1970s.

Suddenly a police motor cycle siren sounded and a copper waved the driver to stop.

“Who do we think we are, sir? Stirling Moss?” he asked.

“No officer,” the driver replied, “but I beat him at Snetterton this afternoon.”

The copper had just pulled up Jack Brabham, triple Formula 1 world champion, on his way home from the track.

He was delighted just to meet Jack and after a brief chat, he waved him on his way.

Jack told me this story after I met him in

Australia. It was about 1978 and the ad agency I was with had the Goodyear account.

I had to plan how to promote the Goodyear tubeless steel-belted radial tyres through the Goodyear dealer network.

To see how the Supersteel performed against the five opposing brands, the agency creative team lined up at Oran Park six Holden Kingswoods with their left front guard removed.

The ad agency group watched from various corners on the circuit, hoping to see something dramatically different in the way the various brands performed, but there was nothing that could be used on TV.

While they were in the track control centre figuring out what to do next, I took the keys to the cars and tried the six different tyres.

It was a revelation. The Goodyear Supersteel

was dramatically better than the other five brands – better in steering feel, grip and quietness, I told the group of Goodyear fitters sitting in a shed.

“We should get the press out here to try them for themselves.” I said. “The difference is quite amazing.”

Goodyear’s advertising manager was there and started grilling me.

Next thing, I was in charge of the test programme when Jack Brabham was brought in for the TV side.

Interestingly, Jack didn’t expect to find any significant differences in the tyres under test and was really surprised.

Jack was absolutely invaluable to the programme.

It’s true he was no great orator and having him present at dealer meetings made quite an impression.

At first they were a little shy and uncertain how to act with a world celebrity. Once the Goodyear people discovered he was very easy to get along with, had a good sense of humour and certainly did not see himself as a celebrity, he became pretty popular.

He was certainly very good to me and gave me some most interesting and helpful advice on driving that I treasure to this day.

I think what we all respected and appreciated was that he never played the celebrity – he was just one of the group.

After news came through over a weekend that he had been knighted, the service crew kept well away from him on the Monday. They didn’t know how to address him.

Ian Lee, Goodyear’s public relations manager, asked Jack how he wanted to be addressed.

“I was Jack on Friday and I’m Jack today,” he replied. The relief was palpable. Everything was back to normal.

And that’s how I think we all like to remember Jack, unpretentious and a bloody good bloke. And a real credit to Australia.



Number 1: Jack in the Cooper T53 at Silverstone in 1960

Hidden deep with fear

Murphy's Law: The V16 problems were usually on the far side.

Peter Wilson

THAT LOUD PING searchers got wasn't from the wreckage of Flight MH370 in the Indian Ocean. It was from a submarine, Doug Edwards told members at the May meeting.

He reckoned there were as many as 13 submarines in the area looking for the aircraft – all in secret.

That is the great value of a sub fleet for a country's defence, he said. No-one knows where they are.

The only problem in his day – five years aboard the RAN Oberon-class ship now displayed at Holbrook – the submariners didn't always know where they were.

"We didn't have satellites and GPS like today," he said. "In the '70s we used a sextant to navigate from the stars the same way that Captain Cook did."

The navigator could take a sighting through the periscope, but if there was cloud they were out of luck. They could be anywhere, a constant frightening thought.

Once, they sighted the flashing of a lighthouse off the east coast. The navigator told the captain he knew exactly where they were from the timing of the flash – either 50 nautical miles off Newcastle or 50 miles off Wollongong.

Doug said the Oberon class represented 1960s technology. That mean, like cars back then, they could break down and they often did. If one of the twin supercharged V16 diesel generators gave trouble, Murphy's Law meant the fault was in the least accessible V.

Half the submarines losses during World War II were most likely because of faults, he said.

Every man had six months of training to handle any task on board or to fix any fault, whether it was cooking, loading a torpedo, stripping an engine or replacing a fuse. They had a busy routine in their three-hour working shifts, though he

often worked longer because of his electronic expertise.

Once the forward planes on his craft jammed mid-dive and the 90-metre long sub could not be stopped heading down towards a crushing depth. The captain reversed the craft but the angle as it went up meant it was perilously close to losing its buoyancy.

No wonder Doug had nightmares about once a month for 30 years after leaving the navy.

However, the terror stopped after he became a submarine guide at the National Maritime Museum and began talking about his experiences. "It helps to talk about things that trouble you," he advised.

Doug joined the navy as an electrical apprentice and after five years without ever being on a ship was drafted for submarines.

He passed the rigorous psychological test by saying he got sick in the gutter when he got drunk. Those who got into fights were out because there was no place for aggression in the confined quarters of a sub.

His biggest buzz from training was practice in using an escape hatch in a 14-metre tank of water. A buoyancy vest shot them upwards and out of the water like a breaching whale.

But they realised escape was only theoretical. They could die of hyperthermia in the cold depths or be crushed.

It took two years of sore heads before he learned to dodge the curved ceiling and equipment on board.

They lived in a shared stink of diesel fumes, food smells and unwashed bodies – they avoided the seawater showers – but they never caught the flu.

"We had so much adrenaline in our bodies from the constant fear that it built our immune systems," Doug said.



Doug said most movies about submarine life were nonsense, except for the German U-boat drama, *Das Boot*, on DVD, for its portrayal of the danger and fear.

Another effect from the constant changes in atmospheric pressure was that submariners only sired daughters, a syndrome that crews of aircraft shared.

He was always seasick when the sub travelled on the surface so he carried a bucket in one hand to avoid spillage.

The Oberons were slow – 22 km/h on the surface and 31 km/h when submerged – with a range of 17,000 km compared to the high speeds and long underwater capability of the nuclear subs of the US, UK, Russia and China.

They were stealthier with their electric engines than nuclear submarines with their giveaway steam propulsion. "We could hear a nuclear submarine at least 100 miles away before they could hear us," Doug said.

The deadly capability of this Cold War advantage was demonstrated when Oberons would sneak under a thermal layer into the midst of a US fleet and "sank" a capital ship. The Collins class in service today has claimed similar American kills.

"We'd be dead if we sank a battleship today," Doug said. "Other ships in the fleet would launch their helicopters, which would drop sonar beacons to find us and launch aerial torpedoes that would kill us."

He praised the Collins class submarines now in service and dismissed the negative reports. The teething problems were prolonged because the crews were not involved in the local construction stage as they had been with the Oberon class.

Doug didn't like officers and recalled the time a shipmate put one over a bully who demanded hot coffee be delivered up the awkward ladder in the swaying sail to the bridge.

It was difficult not to spill most of the coffee. His mate took a big drink, held it in his mouth and swilled it back in the mug when he got to the top. The officer was delighted and said it was the most coffee that had been delivered.

Doug said his service had served him well in his life ashore. He could work hard in a team, tackle problems with a cool head, get along with other people and, above all, appreciate his wife.

His talk may have been off topic but it was one of the most informative as well as thoroughly entertaining members have heard in recent years.

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ALL FRENCH CAR DAY AT SILVERWATER PARK

Pug twin in the jungle

TRUST RON GRUBER to return triumphant from his holiday in northern Thailand with photographs of a Peugeot wrecking yard.

Not only did the yard have plenty of parts for Peugeots, Ron discovered it had a 504 twin cab one-tonne pick-up.

It was being used to store a collection of steering wheels, including the familiar sight of a 504 steering wheel.

Ron, who describes himself as a rescuer of

Peugeots, because he has saved many a Pug by fixing them up and putting them back on the road, was pleased about his find while sightseeing around Chang Mai.

He got chatting to the guy at the wrecking yard and discovered he made lounge seats from the cars that he collects.

There are not many Pugs around, particularly Pug pick-ups, as most people drive the Japanese models, he says.

He saw HiLux twin cabs everywhere. They are the top seller along with the Isuzu D-Max and Mitsubishi Triton.

The twin cab 504 was made in Argentina, where they were made from 1983 to 1997, and exported to Brazil, Chile and Uruguay as well as Thailand either with petrol or diesel engines.

Peugeot made twin cab 505s in its first Chinese factory.

Ron noted that Jon Marsh is another Pug spotter to visit Thailand but his photos have been of new Peugeots.

Jon's photos of a modified vintage Peugeot at a dealership was published in



The Pugilist in 1997.

Thailand is the world's second largest manufacturer of pick-ups and second largest market after the US. Many Japanese models are exported to Australia and it may be remembered how the severe flooding of auto factories there in 2011 caused shortages on our local market.

The pick-ups dominate local transport because of the punitive excise on cars and the country has been dubbed the one-tonne capital of the world.

Many Thai pick-ups have been converted into songthaew (two-row) minibuses for public transport and are used to take passengers around or between the small cities.



Photos: Ron Gruber



Thai Pug bargains to be had

Jon Marsh

Just to prove Ron Gruber wrong about me only posting about new cars overseas, my nephew spotted

this 304 for sale on the "Taladrod" website (the Thai version of CarSales).

It's listed as a 1974 model Peugeot, going for around 90,000 baht, which is approx AU\$2,700.

An absolute bargain - you just have to get it here.

The editor suspects that from the latest developments in Thailand it may not be so easy.

Sadly, the page advertising this gem is now gone, so it would appear to have sold.

Hopefully the new and old owners are both happy with the sale.





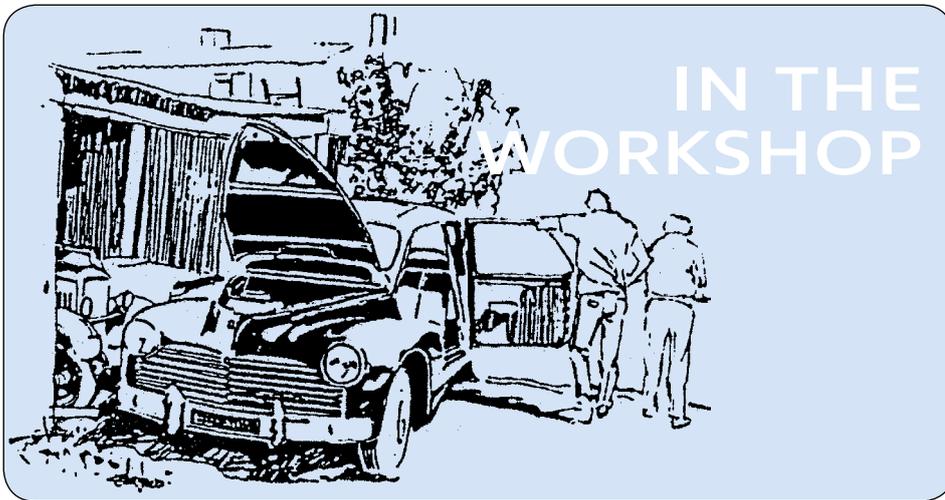
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a mystery to me.)

I then resorted to old-fashioned mechanicing with a voltmeter across the battery while Shirley cranked the engine. The digital reading was 7-8 volts.

My first thought was, "What a great starter motor to spin the engine so well off 7 volts". My second thought was, "Maybe the ECU wasn't talking to the injectors off 7 volts". Nine volts has always been considered to be a minimum, with 10 volts desirable.

A new battery was installed and the problem went away. So did the 307. I traded it in on a 50,000km 407 from Regans last week.

— from *Torque*.

307 problems solved

Ivan Washington

Last year my 307 HDi Touring developed a thump in the body in front of the driver. This thump was evident when the car hit a sharp bump. Because the same thump was evident when the engine was started or stopped, I suspected an engine mount problem.

The right-hand engine mount consists of an aluminium bracket that bolts on to the cylinder head and extends through a rubber "collar" on the upper part of the mounting (**see arrowed part in picture 1**). This end of the mount is visible after the removal of the plastic cover surrounding the windscreen washer bottle.

Inspection showed that the rubber around the aluminium bracket had split and the bracket had sunk about 10mm and was sitting on a "bump rubber" (**shown by the arrow in picture 2**). I contacted Stephen at European Auto Imports and he found, to the surprise of both of us, that there was nil stock. A check showed that one mount was sold in 2011, two in 2012 and 13 up to April 2013.

This indicated to me that there may be a problem with cars aged five years and older. (My car was five years old, with only 100,000km on the clock.)

A new mount finally arrived from France and was fitted, fixing the problem.

A couple of months later an intermittent non-starting problem surfaced. The engine would crank over properly but would not fire up. This would usually occur in the morning, maybe once a week, (which made me suspect the battery) but also after a 20-minute run into town, (which should have helped the battery).

The car would start on the second or third attempt if left for five minutes or so.

My Peugeot-trained mechanic checked the car with his magic box but this showed no faults. (All these computerised things are



Picture 1



Picture 2

120 for the Bastille Ball



Snapper: Collector Chris Hall gets down to record some details of Richard Marken's trophy winning Peugeot 504 V6 cabriolet at the 2009 pageant at Stanthorpe.

125 years ago

1889 Crowds flocking to the gigantic Universal Exhibition in Paris see a steam tricycle built by the team of steel and cycle maker Peugeot and engine builder Serpollet.

40 years ago

1974 With 44 members for the Bastille Day dinner, it's difficult to find a restaurant big enough to take 'em all. So it's a Sunday afternoon feed at the Old Stables at Bondi.

Calls for a service crew to help New Caledonian star Monique Gauzere and her navigator in the Southern Cross Rally at Port Macquarie in their Peugeot 304.



Ian Dyball made a French visitor happy with a ride in his immaculate 1955 203C

35 years ago

1979 Sorry, room only for 120 at the club's Bastille Day Ball so call Anne Barrett on 48-3681 to book asap.

A Peugeot 404 covers 2,000,000km as a taxi in Wellington, NZ, since 1962, averaging 600km a day.

A technical mix-up robs a Peugeot 504 GL diesel of stardom in the Sydney-Melbourne Total Oil Economy Run – it used only 106 litres for the 1,644-km run.

30 years ago

1984 With many clubs in trouble — the Honda club is down to 20 members — CAMS talks of promoting car clubs and lining up discounts for members. The committee suggests family membership to meet a demand for this arrangement in a club with 200 members.

Tim Ryan wants \$5,000 for his registered

fully restored Peugeot 203, not quite as much as the \$9,500 Denis Rogan wanted for his award-winner a few months back.

Gary Nisbett is digging up to show members some slides of the original Peugeot club to which he and his dad belonged.

25 years ago

1989 Eight families from Sydney and three from country areas enjoy the club weekend at Mudgee. Bruce Bonham fired up his miniature steam engine.

Victorian enthusiast Gordon Miller plans a national register for 03 Peugeots, with 49 203s and 37 403s so far, and he predicts others will turn up. Inspiration came from the gathering at Bundanoon of 28 203s for the model's 40th birthday.

John Farnham, driving one of the four Peugeot 404s in the Variety Club Bourke to Broome bash, sings with local kids during a lunch stop at Agathalla for free. Then he sang Sadie at Mt Isa and raised \$40,000 for charity.

20 years ago.

1994 Megapresident John Geremin is having his overtaxed driver's seat repaired.

Mixing with robots on a tour of the Peugeot works at Poissy is Wal Glading.

15 years ago

1999 Keith and Hilma Bridge tour Tassie after the pageant and are stopped several times by people who haven't seen a Peugeot 203 ute before.

Greg Lock Lee's manual Peugeot 406 tops the power scale at the club's dyno day while the climbing power curve of Big John's wonder wagon goes off the scale at 160 km/h equivalent.

After the great Eastern Suburbs hailstorm drenched editor Peter Wilson gets to a committee meeting at completely dry Concord and his colleagues laugh when they see the battering that his 1974 Peugeot 504 Ti received.

An Aussie Peugeot dealer admits at the Sochaux Museum that his interest in old cars is in those "up to about 90 days" of age.

Peter Boorman all smiles when his Flintstone-mobile arrives from Queensland – a lovely Peugeot 404 cabriolet minus most of its floor. It's just a matter of fitting a replacement floor from a sedan and cutting and replacing other rusted bits.

10 years ago

2004 Peugeot sells over 50 per cent of diesel cars in Australia and its 307 HDi is the top selling diesel model.

Whoopee at Oran Park – Geoff Lawley has organised a club advanced driving day.

A lone 2004 Peugeot Partner has been imported and registered for evaluation and can be spotted near its home at the national den of the pride at Homebush. It was made in Spain.

Spotted in the kitchen of English TV cook Nigella Lawson is a Peugeot vegetable chopper with a curved blade and two handles.

The hole truth: No, the damage to his 406 bumper was not from a bullet, Bill Barry declares. His fog lights were on and one dislodged. The heat of the bulb set fire to the plastic.



Five years ago

2009 For a French visitor to Hallidays Point a ride in Ian Dyball's immaculate Peugeot 203 brought back childhood memories of holidays at home in his family's Pug. Ian discovered that a former owner, Elwyn Lock, claimed the 1960s record for the Adelaide-Sydney trip.

Members get up steam on a club visit to the Zig Zag railway.

The club has arranged bank deposits and internet funds transfers to make subscription payments simpler for members.

Robyn Corbelli parked her Peugeot 504, once owned by her parents, on the Pacific Highway while she took a friend for a swim at the Hornsby pool. To her dismay it was gone and she crossed the road to the police station to report the theft.

That's mum's car: A proud moment for committee members Anne and Graeme Cosier in 2009 when their son Simon married Michelle, another keen basketball player.



PSA/Peugeot-Citroën CEO Carlos Tavares is aiming the company's Peugeot brand directly at Volkswagen Group's core VW marque as part of his Back in the Race turnaround plan for the struggling French automaker.

Tavares wants to transform Peugeot from a general mass-market brand into what the French auto industry calls a haute de gamme (top of the range) volume automaker selling cars that command prices in Europe as high as VW models. If the plan works, it will help PSA return to sustainable profitability.

When he presented his Back to the Race business plan for PSA in Paris last month, Tavares said the net pricing of Peugeot cars in Europe was 6.5% lower on average than comparable VWs. He aims to reduce this gap to 4.7% by 2016 and cut it to 0% to 3% by 2020.

Tavares says that Peugeot models such as the 208, 2008 small SUV and the new 308 already match their VW rivals in terms of technology and quality.

To lift Peugeot's transaction prices, Tavares wants the brand to focus on a smaller range, with its line up reduced to 16 models by 2018 from 25 now and to 13 models by 2022.

He also wants to reduce brand engineering and overlapping between the Peugeot and Citroën marques and focus on segments that have global appeal.

Tavares did not give details on how the model ranges of Peugeot and will look in future or say which models will be axed, but industry watchers and company insiders told Automotive News Europe that the Peugeot brand likely will:

- Stop selling minicars when the just-launched 108 comes to the end of its life cycle at the end of this decade, leaving this low-margin segment to Citroën
- Not replace the 807 large minivan, also leaving this segment to Citroën
- Not replace the 207CC and 308CC coupé-cabriolets that compete in a fast-declining European segment in which Citroën does not sell cars.

The Peugeot brand will focus its line up



Peugeot to take on German rival

on the three biggest global volume segments worldwide — B (subcompact), C (compact) and D (mid-sized), with body styles including hatchbacks, sedans and wagons.

The Peugeot brand will offer crossovers in the C- and D-segments based on PSA's MP2 modular vehicle architecture.

The slow-selling 4008, which is based on the Mitsubishi ASX, will not have a successor. The 3008 and 5008 crossovers, both based on PSA platforms, have sold well below expectations and possibly won't be replaced.

Citroën will remain PSA's generalist brand, but with fewer models. Initially, Tavares will only cut one car from the line up by 2016, reducing the range to 14 models from 15, but in the long term Citroën's range will be drastically cut, shrinking to seven models by 2022.

By 2022, PSA's two main brands will offer 26 models, down from 45 now. Citroën's DS sub-brand will be upgraded to a stand-alone marque with a line up that will grow to seven models between 2016 and 2018 from five now, then stabilize at six vehicles by 2022.

Tavares said the rationalisation of the model range will save PSA about €300 million a year and broaden its market coverage. Last year, PSA's vehicles covered 60% of the market in Europe, China and Latin America, the company said. It plans to reach 67% coverage in the midterm. More importantly, a refocused range will let PSA in the midterm cover 69% of the European, Chinese and Latin American profit pool, up from the current 46%, Tavares said.

— from *Automotive News Europe*

Paris slows down



THE NEW MAYOR of Paris, Anne Hidalgo, wants to reduce the default speed limit for Paris streets from 50 km/h to 30 km/h over the entire city in a battle plan against pollution.

The limit on the Périphérique, the highway ring road around the city, is already down from 80 km/h to 70 km/h and only a very small number of major arterials would remain at 50 km/h.

In special mixed streets where pedestrians can walk and linger anywhere cars are limited to 20 km/h.

This city-wide initiative follows logically from Paris's experiments with lower-speed and pedestrian-only zones, cycle lanes and Velib bicycle sharing.

It is aimed at setting a single driving mental model across the city overnight, reducing dangerous vehicle speeds and improving safety.

When pollution is high, police already can limit car use to alternate days or ban their use.

— from *Le Monde and World Street*.

For sale

203C, 1954. Fully restored. Arguably the best of its type in Australia. Less than 22,000 miles on the clock. Excellent condition. British Racing Green. Engine rebuilt to Ivan Washington specification with a 403 block, sleeves and pistons. Special thin head gasket to boost compression. All moving parts balanced by Crankshaft Rebuilders. Big bore exhaust is stainless steel. Has a rare Neiman steering column lock and ignition switch. Heater/demister. Exhaust valves are from a 504 Diesel exhaust valves machined to fit. Tough! First registered on Christmas Eve 1954 by Ed Cole, a Peugeot dealer in Colac, Victoria. Later owned by Gordon Miller. Judged best presented vehicle at 60th Redex trial anniversary in May 2013. \$16,500 ono. Contact Les Hanson 0423 770 065

505 STi, 1984. Sedan, auto, registered 12/4/2015 PS-242. 316,600km. Car drives well and has been regularly serviced. Has electric front windows, K-Jetronic mechanical fuel injection, central locking, power steering, mag wheels, Sony stereo with aux input. Very clean interior. I have service records from past 2 long-term owners. It has served me well for 8 years. Michelin tyres in very good condition. The boot is very large on this model car. The engine was fully overhauled before I bought the car by Portapug, Jacinta, St Peters. 0407 332 157

505 STi/GTi. Auto 1984. This is a very nice car. It has recently been painted in the original ming blue and looks lovely. Has been fitted with Series 3 alloy wheels (the strongest alloys fitted to 505s). The interior has been fitted with that of a series 2 GTi, in blue, in very good condition. The boot lid has been

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, 17 JUNE, 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.

replaced with a GTi boot with the spoiler. All the roof, window and bumper mouldings are fresh and the car presents very well. It was owned and maintained by an engineer for 20 years, who has documented every service and repair. The car has a full service history from new. The timing belt and water pump were replaced 2 months ago. 4 new tyres were fitted 3 months ago. It has no oil leaks. My personal situation has changed since doing all this work and I have bought a car to tow my caravan and cannot afford to keep the 505. Also I no longer have a garage to protect it. The car

now has a manifold repair needed after a bolt came loose. The exhaust man said it would take about 3 hours to fix it. I need to sell the car soon, so if someone wants a very nice 505 and can look after it, I will sell it cheaply. Asking price of \$900, with 3 months registration (Registration YYM 393). It would make a good round Australia car, as it has good ground clearance, looks like a GTi but has the slightly softer suspension. Bill, Lugarno. 0400 306 081

2015 Peugeot 508 Update Surfaces

Peugeot's large 508 sedan and wagon pair will debut a subtle makeover in the coming months, with this first leaked photo offering an early look at what's to come.

Surfacing in the Chinese press, this image reveals that the 2015 model will get Peugeot's squared-off new grille design, sitting above — in this vehicle's case — a simple black insert.

The 508's revised headlights will feature the same stepped design worn by other new Peugeot models, and a new bumper design can also be seen.

Changes to the rear styling have yet to be revealed, although we could see a minor update to the bumper and tail-light assemblies there.

Changes in the still-fresh cabin will likely be limited to new trim and garnishes, although a larger display and a new steering wheel could also appear.

The 2015 model's mechanical package is not

expected to see any stand-out changes, with existing petrol, diesel and hybrid systems likely to carry over with minor updates.

The biggest change is rumoured to be a move to the EMP2 platform, meaning it could be shedding some of its bulk.

The 508, Peugeot's rival to the likes of the Volkswagen Passat, made its Australian debut in 2011 and is available with a 1.6 petrol turbo and a pair of 2.0 and 2.2 litre diesel options.

Watch for the updated model to appear in the coming weeks, with an Australian debut likely to occur late this year or early in 2015.

— from *The Motor Report*



Two Pug mystery

THE ELEGANT STAR of the Miss Fisher Murder Mysteries Essie Davis, plays a frazzled mum with a Peugeot 505 familiale in *The Babadook*, an Australian psychological thriller that began an art house release in late May.

The film, written and directed by Jacqueline Kent, actually features two Pugs, a well loved and slightly dented one from Adelaide used in the original film shoot and a "body double" from Sydney that helped out in a day of late filling-in shots.

Exploring the relationship between a mother and a problem child against a background of a children's scary story, *The Babadook* went down well at the Sundance Film Festival and the Herald Spectrum reviewer headlined its review as frighteningly clever but didn't comment on how the Pug performed.

Scary tale: Essie Davis & Noah Wiseman.



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