

# the pugilist

April 2012

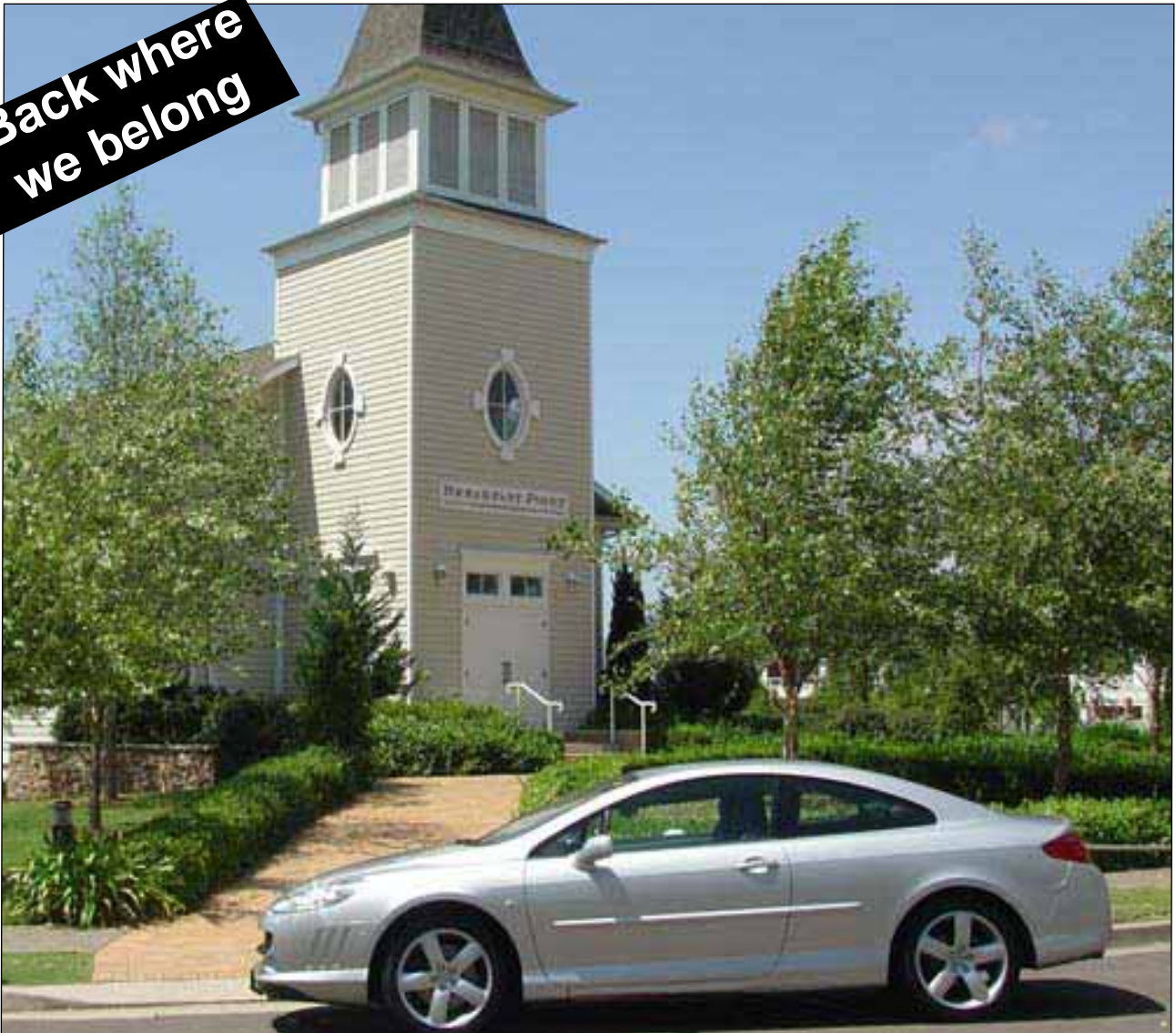
Magazine of the  
Peugeot Car Club  
of NSW Inc



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# Series production of the Peugeot 208 begins

Peugeot started production of the new Peugeot 208 today in its plant in Poissy, France. This launch, which represents a total investment of €600 million in France, confirms the Group's deep commitment to its home country.

Group boss Philippe Varin, gave the signal to start production of the Peugeot 208 in a ceremony attended by the French minister of

## The cover

Ian Loubser's stunning 505 GTi Dangel 4x4 at his neighbour's vineyard in South Africa. Ian is the Chairman of the Peugeot Club Afrique du Sud. See story on page 21.

Picture: Ian Loubser

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Peugeot's new generation of three-cylinder petrol engines made in Trémery, France, which consume only 4.3 litres per 100 km, for CO2 emissions of 99 grams per km. Some 100 kg lighter and more compact than its predecessors, the Peugeot 208 contains 25% recycled or bio-sourced materials versus 7% for the Peugeot 207.

This launch has provided substantial opportunities for the group's suppliers in France, where 65% of the Peugeot 208's parts and components are made.

The Peugeot 208 will also be produced at group plants in Trnava, Slovakia for the Central European markets and Porto Real, Brazil for the Latin American market starting in 2013.

The new Peugeot 208 made its world premiere at the Geneva Motor Show and is expected to be on show at the Sydney Motor Show this year.





# Walls & Wheels

Ross Berghofer

After all the effort that Rhonda and Bruce Knowing put into the Sydney's backyard trip, it had to be postponed.

The wet weather in February and March caused landslips and flooded roads made it just too dangerous to drive. Safety must be paramount with club events. They are planning to try again in late August.

So too was Neville Summerill's trip to Cameron Corner. Floods and washaways made the roads impassable. The events can be staged after the roads have been repaired. And so too was the Flower Power display at Moorebank because the field is waterlogged.

A problem with wheel vibration on my 505 wagon appears to have been solved. It seems dirt that has not been cleaned off the inside of the wheel and so makes it out of balance.

Cleaning the inside of the wheels and clean-



ing the outside of the wheels with a toothbrush, Ajax cream cleanser, and muscle power has paid off — no more wheel wobble at 110 km per hour.

The Easter Pageant is on track, but it seems that the committee may have under-estimated some costs. These can be met from reserves in the club's account.

Planning for French Car Day is underway, with a

booking made for Silverwater Park for Sunday 15 July 2012.

Auburn Council has increased the cost of hiring the field, up to \$400 compared with \$260 last year. A refundable bond of \$250 was paid.

The auction I held for the Peugeot lion resulted in it selling for \$320 – a nice boost to club coffers.

Surprisingly there were no bids for the poster with Geoff Brabham's signature on it, so it will be promoted for sale at Easter Pageant.

In this magazine is the announcement for the Peugilist of the Year awards. A well deserved PoTY trophy was awarded to Graeme Foster for his assistance with copying VHS to DVD.

Finally a thank you to Nigel Nash for booking the venue and making arrangements for the recently held President's Breakfast run.

While numbers of attendees was far less than last year, the fun, food, favourable weather and fine view made the morning a fantastic event.



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# Illawarra Drive

**Brian Jubb**

## 29 April

**O**N SUNDAY, 29th April there will be a drive to the Illawarra Grevillea Park. The plan is to meet at McDonald's Engadine (corner of Heathcote Rd & Princes Highway) for a 10am start.

We will then head south through the Royal National Park, stopping at Stanwell Tops for fabulous views of the ocean and Grand Pacific Drive — where the roadway is over the ocean.

We then travel on the Grand Pacific Drive to the Illawarra Grevillea Park. Entry is \$5.00 per person, children free.

The park has a beautiful walk, cafe and plant sales.

Following the park visit, we plan on having lunch at a local club in the Bulli area.

Please contact Brian Jubb with expressions of interest for catering purposes, on 02 9602 9591 or email at

jubbrian@yahoo.com.au

The Sea Cliff Bridge from Stanwell Tops



## Outback 2012

### VIC, SA & NSW (PLAN A)

Tue 24 April – Wed 2 May

The trip we could not do last year because of the floods in the area.

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF MONDAY 23rd APRIL

**Day 1** Tue 24 April..... 250km\*  
Nhill, Yanac, Murrayville, Manya, Berrook, Shearers Quarters near Sunset Crater – Bush camp

**Day 2** Wed 25 April ..... 160km\*  
Shearers Quarters, Settlement Rd, Meridian Rd, Wentworth – Caravan Park

**Day 3** Thu 26 April ..... 200km\*\*  
(very approx)  
Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale (ruin) – Bush Camp

**Day 4** Fri 27 April ..... 190km\*  
Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra – Caravan Park

**Day 5** Sat 28 April ..... Rest Day  
Burra – Caravan Park

**Day 6** Sun 29 April ..... 200km  
Burra, Chalk Cliffs, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale – Bush Camp

**Day 7** Mon 30 April.....230km  
Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Grrenvale, Pooncarie – Camping Area or Hotel/Motel

**Day 8** Tue 1 May .....85km  
Pooncarie, Top Hat, Mungo National Park – Camping Area

**Day 9** Wed 2 May .....30km  
Mungo National Park, Turlee – Farmstay  
\* = approximate km

This trip may be extended for 3 or 4 days to Cameron's Corner area if sufficient interest shown.

Hank Verwoert – Ph: (03) 9783 2718  
Email: verwoert@netspace.net.au

## 2012 Puggger Buggers Trip

**Brian Jubb**

Sadly, due to the recent wet weather, the Puggger Buggers trip to Cameron's Corner has been cancelled.



## Fairground Follies

### 27 May

**Brian Jubb**

**T**he Old Car Social Club has invited our club to join them at Fairground Follies — Antique Mechanical Music Museum on Sunday, 27 May.

We will be meeting at Bunnings Bankstown for a 10am start, or meet at 22 Burrows Rd St Peters for an 11am tour.

Entry is \$22 per person, payable by the May club meeting.

Afr the tour we'll have a Picnic Lunch at Tempe Park.

Check out their website for a preview of the machines and the music:  
[www.fairgroundfollies.com](http://www.fairgroundfollies.com)

## New Members

We have new members to announce this month. We'd like to welcome:

Doug Clark	404, 504
Neil Irvine	505x2, 406x2
Bruce Smith	504c, 308SW
Nicholas Little	307 Touring
Chris Little	

Please say hello if you see or hear our new members around the traps.

Why not take a handful of business cards at the next meeting to hand out to potential club members in Pugs?

## Check your Club diary

### Wednesday, 4 April

Club Meeting, Veteran Car Hall, Five Dock

### 6-9 April

Easter Pageant, Young NSW

### Wednesday, 11 April

Committee Meeting, Parramatta RSL, 8pm.

### Saturday, 21 April

HSRCA Time Trial, Marulan Driver Training.

### 24 April-2 May

Outback 2012 - Hank Verwoert

### Sunday, 29 April

Pacific Drive, Illawarra Grevillea Park

### Wednesday, 2 May

Club Meeting, Veteran Car Hall, Five Dock

### Sunday, 6 May

Euro Day in the Hunter, Lambton Park

### Wednesday, 9 May

Committee Meeting, Parramatta RSL, 8pm.

### Sunday, 20 May

National Motoring Heritage Day

### Sunday, 27 May

Fairground Follies

### Sunday, 3 June

NSW Motorkhana round 3, Awaba

### Wednesday, 6 June

Club Meeting, Veteran Car Hall, Five Dock

### Wednesday, 13 June

Committee Meeting, Parramatta RSL, 8pm.



# Pugalong 2012

Don Pearson

10-18 Nov

**H**i all,  
With all the enquiries that I have had about our Pugalong for 2012, I thought for the start of the year I would give a run down on what is proposed.

The idea is to start from Goulburn on the Saturday morning — that way if you are not able to have the Friday off, you can join the start on Saturday.

From Cobar, the last night, it could be a one or two day trip home, depending on where you need to go and how quick you need to get there.

There are a couple of high mileage days, but on the roads we will be on, it should not present any problems.

I will be doing a motor bike run to South Australia in April and will endeavour to find the best towns to stay in, and a few tourist things we should do.

Lots of interesting things are planned on the way.

A couple that should not be missed are the Museum at Woomera and I will try to arrange that we get a tour of the mine area at Roxby Downs.

We have done both of these previously and they are very worthwhile.

So if you are interested in finding out more about Pugalong 2012, drop us an e-mail, or give me a phone call.

Regards and happy Pugging,  
Don and Roslyn Pearson

(h) 02 4946 7538  
(m) 0419 126 704  
bikecomm@bigpond.com.au



## Central Coast Weekend

23-24 June

Brian Jubb

**R**evisit the places you used to holiday when you were kids.

We'll be meeting at the Old Toll Gates at Berowra for a 10:30 am start, before heading up the old highway through Gosford and on to Avoca for lunch.

Our journey will then take us on a scenic trip through Terrigal and The Entrance, heading for the overnight stay at Toukley.

On Sunday we head further north to places like Catherine Hill Bay and Caves Beach.

Overnight stay is in cabins at Canton Beach Holiday Park, Oleander St, Toukley (on Tuggerah Lake )

Cost is approximately \$120 per cabin.

For bookings ring 4396 3252 and say you are with the Peugeot Car Club. Book early to secure your accommodation.

Please email jubbrian@yahoo.com.au after you have made your booking



Day	Date	Route	Distance in km
1	Saturday, 10 Nov	Goulburn to Hay	528
2	Sunday, 11 Nov	Hay to Renmark	432
3	Monday, 12 Nov	Renmark to Port Augusta	501
4	Tuesday, 13 Nov	Port Augusta to Roxby Downs	257
5	Wednesday, 14 Nov	Roxby Downs	
6	Thursday, 15 Nov	Roxby Downs to Broken Hill	630
7	Friday, 16 Nov	Broken Hill	
8	Saturday, 17 Nov	Broken Hill to Cobar	458
9	Sunday, 18 Nov	Cobar To Home	

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For more information or to register your interest in these tours, contact Jeanette Savage at Interlude on 02 9405 2218 or visit our website:

[www.interlude-tours.com](http://www.interlude-tours.com)

# HSRCA time trial day

## 21 April

### Peter Lubrano

**H**SRCA together with the Peugeot and Renault clubs have organised a Time Trial day at the Marulan Driver Training Centre.

Time trials — like regularity events — place the emphasis on consistency of lap times.

The purpose of the day is to upgrade track skills, especially for people with limited track experience, and to have fun. It is not intended for people with race experience or very high performance cars.

Participation is limited to 38 drivers and preference will be given to less experienced drivers. The invitation is open to members of the organising clubs and their family or friends.

The same car can run in a different timing group with a different driver. Passengers are not permitted.

Drivers are to be aged 17 years or over, hold a road licence plus a CAMS L2S or above, AASA or MDTC current licence. MDTC will issue their track licences, valid for 1 year, on the day for \$30 if required.

Cars must be capable of road registration or road registered and with a noise level not exceeding 90 dBA.

Car/driver combinations with dry weather lap times in the 45 to 65 second band are expected. AMB timing transmitters will be issued at the circuit and carried by drivers. The entry fee covers the cost of provision of these

devices and timing.

The program will include a driver's briefing, practice, and five sessions or more if time permits. There will be a lunch break.

Drivers will nominate a lap time after practice that they aim to maintain for several timed laps. Points will be lost for laps that are faster or slower than the nominated time.

Simple prizes will be offered to the best performance overall in each group. Cars will be grouped by similar nominated lap times with about 6 cars in each group.

Entry is \$120 per driver (plus a track licence if you do not already have one).

**Entries close on 5 April if not filled beforehand** and the fee is payable to:

HSRCA of NSW

PO Box 5063

Turramurra South NSW.

To obtain an Entry Form, visit the HSRCA's website:

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

...or phone the HSRCA on 02 9988 4743 or email [members@hsrca.org.au](mailto:members@hsrca.org.au)

Marulan Driver Training Centre is located at Prairie Oak Rd, Bungonia off Jerrara Rd — a few kilometres south of Marulan. See their website for further details:

[www.mdtc.com.au](http://www.mdtc.com.au)

### Accommodation

For those who wish to stay near the circuit on Friday night, Ali's 21 room motel at Marulan is offering a Friday night (20 April) package of

accommodation plus a hosts table dinner, for \$100 per single or \$140 per double or twin. The offer is subject to drivers and friends group total at least 10 and take at least 6 rooms.

Ali's require a block booking and a \$30 per person deposit. Contact Peter Lubrano if you are interested in staying at the motel.

The offer does not include breakfast, but the MDTC cafe will be open from 7:30am for those that want breakfast at the track on Saturday morning.

### Contacts

Peter Lubrano on 0405 991 336 or fax 9974 2123, especially regarding accommodation  
Richard Cardew 0405 459 546 or [rcardew@iprimus.com.au](mailto:rcardew@iprimus.com.au)





**T**HE Peugeot Car Club of New South Wales Inc – now 39 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 marvelous mix of people.

All enthusiastic about their Pugs.

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

**Our meetings**

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

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

Supper is provided.

**What we try to do**

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

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

**Your benefits**

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

Inquiries 02 9456 1697  
ABN 86 542 472 493

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

- Conducted tours of Europe with a Peugeot flavour. The next tour will be Canada 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 July 1.) An application form for membership should be with the mailing sheet with this magazine. In February, a part year concession rate of \$26 kicks in.

**The Pugilist**

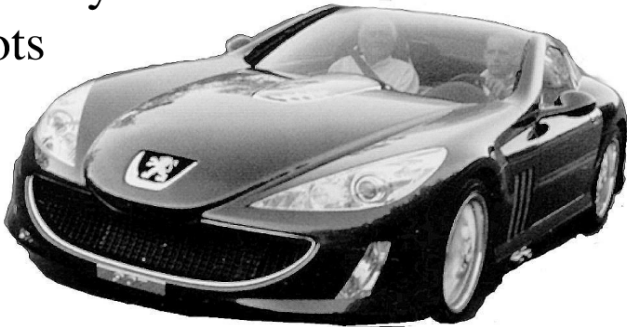
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- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 26 April.

**Who are ya gonna call?**

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rberghof@bigpond.net.au
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306, 405 Philip Challinor 9456 2989  
403 Gavin Ward 4441 1232  
404, 504, 604 Steve Palocz, 0409 504 604  
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# Peugeot looks to the eastern front



Peugeot 508 Touring Allure

## Peter Wilson

**P**EUGEOT Automobiles Australia is working on a new strategy for Sydney as it strives to recover its market share.

The importer has a sudden gap on the sales front to address — after the multi-brand Trivett Group closed its Trivett City and Eastern Suburbs Peugeot showroom at Rosebery at the end of March following a decline in sales.

It is understood another dealer will be appointed for the east and inner west in the next months.

“Peugeot is currently evaluating its future market representation needs with the view to expand the level of service coverage to all existing and new Peugeot customers,” Peugeot general manager Ken Thomas said.

“This strategy underpins our objective to increase sales by 30 per cent in 2012/13, especially with the launch of the exciting new 4008 SUV and new 208 model range, and the recent success of 508.”

The dealership’s prime market area — the trade term for territory — takes in the well-heeled demographic of the eastern suburbs, city residents and traditional inner west Peugeot-buying strongholds like Balmain. It’s also home to some of Sydney’s French community.

Although there is a long-established and highly regarded dealership still relatively close, the Mildren Peugeot showroom on the Pacific Highway at Artarmon, a motor trade source reckons the territorial nature of eastern folk is

such that they are traditionally reluctant to cross the Harbour Bridge to buy cars.

Buying close to home still means something for some car buyers despite the internet shaking up the nature of territories and making deal shopping a new game.

Meanwhile, Peugeots can still be serviced at the nearby Trivett service centre on O’Riordan Street, Alexandria and it’s business as usual at Trivett’s Parramatta sales and service outlets.

Trivett has grown from a car wash service in 1984 to Australia’s leading prestige automotive group with 16 auto brands and some 500 employees.

Its first Peugeot dealership was at Rockdale in 2001 when Inchcape Australia was the concessionaire.

At Parramatta Trivett took over the long established Asquith and Johnstone dealership and built a smart Blue Box with the help of the design team from Peugeot headquarters in Paris to handle the Peugeot sales growth after Sime Darby entered the picture.

The eastern suburbs had not seen anything like it when Trivett Peugeot on Crown opened in the Clock Hotel complex on a Surry Hills eat street — new Peugeots indoors alongside the tables of the Fuel restaurant and salesmen as stand-in baristas offering freshly brewed coffee.

Although the site was trendy, it had limitations — particularly parking — and the showroom moved in 2007 to a custom Blue Box at the end of a swish multi-dealer building on busy O’Riordan Street, Alexandria. There was a spick and span new workshop at the rear.

Soon afterwards, the club had its December 2007 meeting at the swish new facility.

Last June, Trivett moved Peugeot sales to a Link Road showroom next to its prestige used

car sales operation to make way for Rolls-Royce sales at Alexandria.

Link Road, which joins the Eastern Distributor, is a growing eastern and southern auto alley with a wide range of heavy hitting brands.

Trivett brought in a new manager to chase along falling Peugeot sales.

What went wrong? The site is regarded as a good one and it is understood inquiries were high even though eastern suburbs owners tend not to run up the kilometers as much as those



**Terrific turnout:** Just some of the many members that turned up to the 2007 meeting at Trivett in Alexandria. Meetings at Dealerships are always very popular.

in the west. The problems may have stemmed from European troubles and caution in France affecting supplies.

Automobiles Peugeot could not keep up with global demand for the 508 and rationed supplies to Australia. It did not help that the French factory making the 508s closed for a month’s holiday and some cars ordered straight

*Continued on page 10...*



*Continued from previous page*  
after its Australian release were delivered to their new owners as late as January.

Although more than 100 new 508s were offered for sale on line last month, some dealers have limited stocks and the GT model is still particularly scarce.

There were also gaps in 308 and 4007 supplies.

Some loyal Peugeot owners were after the diesel-hybrids they had heard were coming.

In the past months, Kias and Skodas have moved into Link Road and their signage is displayed on each side of the Blue Box; this month the Peugeot sales team will work on those brands.

Kia sold 29,107 units in Australia last year while Skoda, with 5,272 units, edged ahead of Peugeot, which sold 5,220 units, according to VFACTS data.

Meanwhile, the review of the Peugeot network continues. There are always negotiations and recent appointments indicate there are still

operators keen to profit from handling the brand.

Mr Thomas said Peugeot had a strong commitment to provide excellent service standards across Australia, emphasised by the introduction of the Peugeot Assured "Capped Price" Service Plan.

In Victoria, Taylor Motors has taken over as the Peugeot service centre in Hamilton and Bendigo has gained a service centre at Bendigo European.

It is possible Tasmania could gain a third dealership. While touring the island, Paul Watson of the Victorian club heard on Radio 7 that the new Peugeot range was at Burnie Peugeot and discovered some new Peugeots on display at Burnie Mazda, which is linked to Launceston Peugeot.

They must be testing the water; it's gathered that there's nothing official yet.

Ken Thomas, General Manager of Peugeot Automobiles Australia



Automobiles Peugeot has released details and specifications of the all-new 4008 SUV ahead of its world premiere at the 2012 Geneva Motor Show in March.

Australia and New Zealand will be two of the first markets to receive the 4008 with production starting next month.

"The 4008 allows Peugeot access to the ever expanding compact SUV segment with a product that's perfectly suited to today's active consumer," said Peugeot Automobiles Australia General Manager, Ken Thomas.

"Available in both two-wheel-drive and four-wheel-drive versions, the 4008 caters to all buyers in the market and, with competitive pricing we believe it has the ability to increase Peugeot sales by 20 per cent."

The all-new 4008 will enter one of the most competitive segments of the market in Australia with a price tag sub-30K.

Firmly rooted in the world of the SUV, the 4008 combines strength, power and driving safety in all circumstances. Thanks to its four-wheel drive, which is always available, it gives a feeling of freedom and greater peace of mind when driving.

Comfortable, compact and manoeuvrable, the 4008 SUV is also at home in the urban environment.

The Peugeot stylists wanted to give the 4008, born out of the PSA Group & Mitsubishi partnership, a strong personality firmly rooted in the world of the Marquee.

All exterior panels except the doors are unique to the 4008 and styled by Peugeot. The off-road character has been emphasised by adopting a vertical design of grille, the inclusion of body sill protectors and prominent wheel arch protection trims, to accommodate large wheels enhanced by the sophisticated design of the wheel rims.

The almost-horizontal bonnet grooves and the style line – which extends to the rear wing where it descends again crossing the lamp – are a distinctive feature and appear to hollow out along the body side, accentuating the strong and

## ASX-based 4008 details released

dynamic aspect of the 4008.

The interior ambiance is enhanced by the choice of materials, like the soft texture fascia, to the instrument panel visor and the lacquered black decoration of the centre console.

The Peugeot steering wheel is padded or leather trimmed and permits control of the audio functions, cruise control and Bluetooth hands-free kit.

The 4008 sits on the same size wheelbase as the 4007 but is 30cm shorter — measuring 4340mm in length, 1800mm in width and 1630mm in height.

Globally, there are four engines on offer :

- 1.6-litre (86kW/152Nm) 4cyl petrol with a five-speed manual gearbox
- 2.0-litre (113kW/198Nm), 4 cyl petrol with a five-speed manual or CVT
- 1.6-litre HDi (84kW/270Nm) - 280Nm with Overboost – with six-speed manual
- 1.8-litre HDi (110kW/300Nm) with a six-speed manual transmission.

To optimise consumption, the STOP & START system is available on both diesels and the 1.6-litre petrol.

With the 1.6-litre petrol and both HDi diesel engines, the 4008 achieves record environmental performance in the segment. From 119g/km of CO2 in 4X2 and 129g/km in 4X4 mode with the 1.6 HDi engine and from 135g/km with the 1.6-petrol engine, the 4008 is economical to run, particularly given its low consumption from 4.6L/100 km in 4X2 mode and 4.9L/100km in 4X4 mode.

Final Australian specification and pricing will be announced closer to the 4008's on-sale date in June.

— from Peugeot Automobiles Australia





# Kanangra Walls

Ross Berghofer

**I** ENCOUNTERED rain, mist, sunshine, storms, dirt roads, getting lost, fire in the hotel, good food, a great IGA store, chocolates, pigs, snakes, a “baby” brother and fantastic company during the Oberon and Kanangra Walls trip in February.

Sandra and I headed off to Oberon on Friday afternoon. Near Hampton we were driving through clouds and the fog lights of the 406 were put to good use.

All the Wall-ers stayed at the Big Trout motel — a nice place but the big trout was not there. It had been removed for cleaning and painting.

On Friday night the team had dinner at a local hotel, a good meal too, which was highlighted by a fire on a table cloth caused by a spilt tea candle used as a food warmer. Luckily, a handy fire extinguisher was used to put it out.

During dinner we discovered how Tom Walker (who owns a Citroën C5) met his beautiful wife, Grace, who had worked in Oberon and was revisiting her youth.

Her baby brother was visiting from overseas and it was a delight to meet Ronald.

On Saturday morning the team set out for Kanangra Walls and were met on the way by day trippers Nigel Nash in his 404, Robert Rigg in his underused 504 Ti and Ean and Rhonda McMaster in his new to him 406 coupe.

We drove to the lookout, had lunch and went walking and enjoying the views.

Doug & Lorraine Smith, Graeme Cosier and I went for a walk to the Dance Floor cave and were caught in a downpour. Strangely, Brian

and Fay Jubb, who had left earlier for Oberon did not encounter any rain.

On Saturday afternoon many of us went to the Oberon Show. One of the highlights was guessing the weight of the pig. Brian Jubb thought it was at least 200 kilos. The snake man was there and I lucky enough to touch one — a snake that is.

Saturday night was a nice dinner at another local pub but the food, although plentiful, was not as nice as the previous night.

Post dinner entertainment for some of us was the Oberon RSL Club. This is a small friendly club with a chocolate machine skill tester — you know the ones: you put in money and the arm pushes the lollies into the exit well.

Well let me tell you: Sandra was in her element, winning about 25 chocolates that Anne Cosier shared with the group the next day.

Sunday morning was a lovely day for a drive in the country and, after breakfast at a lovely cafe that served gluten free products and omelettes as big as the pig at the show, we went off to Rockley, Burruga and Black Springs, combining sealed roads and dirt roads.

As is becoming common, Don and Roslyn Pearson were tail end Charlie in the mighty 204, radioing that all in the convey were on the correct route.

Along the way Guia and John Baird stopped to pick blackberries and at Rockley — a beautiful little town — Graeme and Jeanette Foster picked mushrooms.

It was here that Doug and

Lorraine Smith were engaged a conversation with a local who used to own a 403.

Sadly, after going through Burruga I got lost. I missed the turn off to Black Springs and eventually came to a dirt road that became a no through road.

Luckily Roslyn Pearson pointed us in the right direction with the assistance of a GPS. The road we took through the forest was interesting because there was no forest — it had been cleared for logging.

Along the way, Leon and Kerrie de Waard took a wrong turn. Over the two-way was a message “do not turn left at the next intersection”. They did not hear the “do not” part of the message.

Eventually, we made it to Black Springs for lunch. After much debate about the lack of bins in the park, we all headed home.

Graeme Foster was at the March club meeting — and reported that he did not suffer any adverse effects from the mushrooms.

I have received emails from John Baird, but not from Guia. I wonder if she had any effects from the blackberries?

Thank you all for a fantastic Puggy weekend.



# Trying karting to get the adrenalin going

17 June

Helen Louran

**W**E'RE PLANNING another fun-filled family day of Indoor Indy Karting in June so members can get that adrenalin rush again driving the fastest indoor karts in Australia.

The date is Sunday, 17 June and we meet at 10.30 am in the car park (where we will line up our Peugeot's) for a chat, registration (unless you registered last year), a briefing and then action about 11.30.

You need photo ID, sensible clothes, narrow shoes for the 206-style pedals and a helmet with a visor or goggles. Free helmets can be supplied. Under 18s need a parent or guardian.

Bookings are now open. We need a

minimum of 15 starters to get club members a group discount of \$75 each. For non-members the cost is \$80 and spectators are free.

The usual cost is \$96 for three 10 minute sessions.



This year we need the full payment of \$75 as of now please. By 17 May we will open up the event to others if we need to make up the numbers. The cut-off for bookings is 1 June.

The karts are fast and exciting. We had such an exhilarating experience last time that we decided to return to Revesby and give more members the chance of enjoying the action on the track.

It is a family day and 11-year-olds-up are welcome as well as friends.

You can pay me at a club meeting or pay, with that essential reference to Indy Karts and your names, by cheque to the Peugeot Car Club of NSW, PO Box 404, Gladesville NSW 1675, or by internet transfer to Peugeot Car Club, BSB 082 352, account 035 838 284.

Please feel free to contact me with any questions at:

helenandneale1@optusnet.com.au  
or 0413 594 792.



# Škoda takes opening round of 2012 IRC



Andreas Mikkelsen has begun the defence of his 2011 Intercontinental Rally Challenge title in style by winning SATA Rallye Açores, the opening round of IRC season six, which finished on 25th February following three days and almost 200 kilometres of thrilling high-speed action in the mid-Atlantic.

Juho Hänninen, the 2010 IRC champion and the winner of this event last term, made it a one-two for Škoda

by claiming second overall with Bryan Bouffier the top Peugeot finisher in third.

Mikkelsen's performance, which extends his run of victories in the IRC to three in a row after he won the 2011 season-closing rounds in Scotland and Cyprus - a new IRC record - earned him the prestigious Colin McRae IRC Flat Out Trophy, awarded to the driver whose heroics behind the wheel best embody the spirit of the rallying legend.

"This is the perfect start to the season, I

am so happy for the Škoda UK team, for my co-driver Ola [Floene] - and this is the perfect result for Škoda too," said Mikkelsen, who set the fastest time on 10 stages. "We had a tough fight with Juho and we had to push but it couldn't have gone better."

Hänninen started the event as one of the favourites for victory but a costly spin on Friday morning meant he had to settle for second best in his factory-run Fabia.

"We came here for the victory but it was not good enough to stop Andreas," said the Finn, the most successful driver in the history of the IRC. "Andreas made no mistake, I made a big one - he made a good rally and deserved his victory."

Bryan Bouffier had been embroiled in a close fight for the final podium spot with fellow Peugeot 207 S2000 driver Bruno Magalhães until the Portuguese crashed out on day two.

It left Frenchman Bouffier to take a comfortable third overall. "To be on the podium on the opening round is very good and thanks to Peugeot for a really good car for this race," he said.

Škoda Auto Deutschland's Sepp Wiegand, making his IRC debut, won the battle to be the top German rising star in impressive fashion after he demoted Hermann Gassner Jr



Scrabbling for a podium: Bryan Bouffier gave it everything in his first race of the season.



to fifth on Saturday's first stage when Gassner Jr stalled the engine of his Red Bull Fabia S2000. And it got worse for Gassner Jr when he picked up a right-rear puncture after he struck an earth bank on the penultimate stage in his efforts to close up to Wiegand, whose decision to use soft compound tyres on Saturday morning's loop of stages paid dividends.

"This is a really big moment for me on my second rally on gravel and my first in the IRC," said Wiegand. "To be in the top five is unbelievable, I'm really, really happy."

Behind sixth-placed IRC Production Cup winner Richard Moura, Oleksandr Saliuk starred on his IRC debut in seventh on his first outing in an M-Sport Ford Fiesta S2000. The Dream Team Ukraine driver set out with the sole aim of finishing so was thrilled to reach the end of the rain-affected event. Third fastest time on the second run through the Grupo Marques superspecial was a personal highlight for Saliuk.

Sergio Silva was the leading Subaru driver in eighth overall with Ruben Rodrigues ninth and Miguel Barbosa claiming the final IRC point in 10th.

Rashid Al-Ketbi and Oleksiy Tamrazov both returned to the action on Saturday after their exits on Friday and both gained valuable experience with Skydive Dubai Rally Team's Al-Ketbi particularly pleased afterwards. "It was very important for my team to be at the finish line and I have learned so much," said the Emirati. "For these reasons I am very happy."

The 2012 Intercontinental Rally Challenge season now continues next month with Rally Islas Canarias El Corte Ingles, running from March 15-17.



Bruno and Carlos Magalhães fought hard but failed to finish



**2012 SATA Rally Açores — final positions**

1. Mikkelsen/Floene, Škoda Fabia S2000, 2h12m43.2s
2. Hänninen/Markkula, Škoda Fabia S2000, +25.1s
3. Bouffier/Panseri, Peugeot 207 S2000, +2m04.8s
4. Wiegand/Gottschalk, Škoda Fabia S2000, +5m20.3s
5. Gassner Jr/Wicha, Škoda Fabia S2000, +6m23.9s
6. Moura/Eiro, Ralliart Lancer Evolution IX, +8m43.5s

**Drivers' standings:**

1. Mikkelsen 25 points
2. Hänninen 18
3. Bouffier 15
4. Wiegand 12
5. Gassner Jr 12
6. Moura 8

**Manufacturers' standings:**

1. Škoda 43 points
2. Peugeot 15
3. M-Sport 12
4. Subaru 10



Wider than the 2011 car, the new version failed to seriously challenge the Fabia





# You can leave your hat on

It's unusual these days to see an early model Australian assembled 404. So when one of my spies sent me a picture of just such a car, I was naturally interested to find out more.

## Paul Watson

**I**SUPPOSE MY interest would have been somewhat less if the car did not have wide whitewall tyres, a full bolted-on roof rack, a custard cream colour scheme and the words "Truffaux Panama Hatmakers" painted on the front doors.

I hit the internet and soon found a website for Truffaux, although I was surprised to see St Tropez, New York and London mentioned as outlets.

I called the phone number given on the website and was soon talking to Oska Truffaux, who invited me to visit him at his home in Sherbrooke in Victoria, where he assured me I would see some other interesting cars as well.

I followed his instructions, taking the lane off the lane off the lane, and found myself on a property surrounded by native bush and exotic trees, with a charming timber cottage named Merrimu in the middle of it all. (The cottage, it turns out, was built by a Canadian man who first settled the area, who used saplings for the frame and hand-cut shingles for the roof and interior walls.)

I noted an early Karmann Ghia with US plates in the carport but parked next to the 404 and a red left-hand-drive Citroen H van, also emblazoned with the Truffaux name.

Oska was waiting for me, wearing one of

his company's signature hats and a broad smile.

He told me that he and his Irish/Lithuanian wife Imogen had started the business in Sorrento and decided to specialise in unusual weaves of panama hats. "I really wanted to start up a design company. I wanted to design things and get them out to the world, and I wanted to do it in such a way that I didn't have to remarket and reposition them all the time, so I needed a brand and Truffaux was the brand."

"The first thing I designed was panama hats, because I happened to be living in South America, the centre of panama hat production. "Most panama hats are just white, but there's so much you can do," he said.

"So we started off in wholesale and then the following year we opened a little shop in Sorrento and it went really well. But there was nothing to do in winter so we went to Europe and bought the van and travelled around for a while, then we set up a little shop in St Tropez for the summer there. In April all the shops open in St Tropez and in October they close, it's very seasonal. In between summers, there just a couple of cafes.

"The idea was to travel around the world and live in various places, not just visit as tourists. France worked really well so we went and looked in New York and Miami and the Caribbean, but we think Hawaii might be the next place: 28-32 degrees all year round, so there's no real season. So we're going there in March." Other than that, he plans to have

pop-up shops in New York and London each northern summer.

"In December we had a pop-up shop in Chadstone and it worked really well."

Oska has a degree in psychology; he trained as a sleep scientist and is working on a system of neuro-feedback, using sound and light. He also ran a music club in Belgrave for a time. "Before that I worked in IT, with Hewlett-Packard."

Oska was born in Dalby, Queensland, and was taken home from hospital in a 1966 404, just like the one he has now. His father was a travelling salesman and appreciated the car's abilities on bad outback roads.

He found his current car, which is his daily driver, in Melbourne in the late 1990s, when it had very low mileage and there was still plastic protecting the upholstery on the doors.

Since then he has had the car painted (he mixed the colour himself) and has driven many thousands of miles.

His biggest problem came when the engine blew up at Mount Gambier. But with the help of fellow 404 owner Richard Sage and a tractor he soon had another engine in the car and was on his way.

He would like the gear linkages to work better and is looking for front seats (the originals have split). He is also trying to eliminate the noise made by the roof rack, which he says has carried loads of up to 300kg.

Appropriately, the car has twin Cibie Oscars.

Oska recently changed from Michelins to the Firestone whitewall tyres that now adorn the car. He said they ride much more smoothly



than the Michels, although he acknowledges that they tend to slide on slippery surfaces. The car's handling is not helped by worn-out springs and shock absorbers.

He would like to restore the car one day, unless he can find another one at the right price.

And where did the name Truffaux come from? "When we got married we decided to change our names. I had always liked (the French film director) Francois Truffaut and I really liked the idea of putting an x on the end, to make it 'true' and 'faux' (fake)."

Oska and his wife Imogen have another car obsession - a Baby Austin. In a 2009 article in The Age, they reveal how they converted the car into a makeshift photobooth"

We were trying to work out how we could get images of people wearing our hats. Because when you buy a hat, particularly online, there are no images of people wearing them. I wanted real people, not supermodels. And my wife said, "Back of Lola, portable photo booth." And I went, "Fantastic, let's do it."

It's so small in the back that it's probably about two-thirds the size of a normal car. When you put three people in there they're on top of each other. When you put seven people in the back, it's hysterical. The interior is all old leathers, beautiful colours and scalloped roof line. It's just such a lovely gentle space to take photos in.

It's like climbing into a tiny cupboard and dressing up. There's a little button hanging on the back of the seat, a remote shutter, and they hold that down and then it does that "cht, cht, cht, cht", like a fashion shoot. Everyone just plays and they feel liberated.

Some people you have to force out; literally grab their arm and go, "Come on man, there are other people waiting."



Oska Truffaux – stylish hats... and cars.

From Torque, the magazine of the Peugeot Car Club of Victoria

Truffaux

HOME CATALOG ABOUT PHOTOS PRESS STOCKISTS CONTACT

 LEADBELLY	 MR. NATURAL	 SATYR	 BLUE VALENTINE
 CUBAN	 THE CHARMER	 BOOGIE NIGHTS	 HEMINGWAY
 LOVER	 SNAKESKIN	 KEROUAC	 HERRINGBONE
 ACCESSORIES	 CUSTOM	 GIFT CARDS	 SPECIALS

**ONLINE STORE**

If you've been looking for a hat, you will know how hard it is to **find a good one**. Local stores carry **cheap paper & plastic junk** in stupid sizes, and if you look online it is impossible to see what the hats look like when worn.

Our online store is unlike anything in the world - it simplifies the whole process and offers thousands of images of real people actually wearing the hats.

All you have to do is find the style you like, check your **sizing** & we will deliver it anywhere in the world at very **reasonable rates**. And, on the off chance you make a mistake we have very **generous exchange & refund** options.

Now we could talk all day about **what makes our hats so special**, but in essence they are beautiful real hats, handwoven from organic 'Panama' straw. So they feel very comfortable to wear, and look stunning on both men and women.





# The alliance

**PEUGEOT**  
MOTION & EMOTION

**T**HE PEUGEOT family has agreed to General Motors taking a 7 per cent stake in the Peugeot group so the two companies can pool research and development, vehicle platforms and technologies.



**Partners:** GM chief Dan Akerson, left, and Peugeot group chief Philippe Varin at the merger press conference. Could Philippe be related to Kevin R?

They plan a global purchasing joint venture to source commodities, components and other goods and services from suppliers with a US\$125 billion a year budget.

Saying it was an alliance, not a merger, the companies said: "Each company will continue to market and sell its vehicles independently and on a competitive basis."

GM's European operations lost US\$747 million last year, while PSA's core auto division was US\$664 million in the red in the second half.

The Peugeot family, which owns just over 30 per cent of the automaker, has agreed to some dilution. Blackrock Inc., a giant investment outfit with Australian offices, last year became the second-largest shareholder with 5 per cent.

Many analysts have been sceptical about the alliance because two weak players still have surplus capacity that they cannot address.

However, Barclays Capital was more positive. "We see this alliance as more typical of the focussed collaborations GM and PSA are already pursuing with a wide variety of partners," a note to investors said.

Peugeot has specialised industrial partnerships with BMW, Fiat, Ford, Toyota and Mitsubishi. It said these should continue. However, it balked

at a share deal with Mitsubishi.

GM has had equity alliances that have not panned out:

- Isuzu, 49 per cent, 1971-2006, fine until a deal with Fiat.
- Suzuki, 20 per cent, 1981-2008, sold to break Fiat deal.
- Daewoo, 50 per cent, 1972-2002, became a subsidiary after bankruptcy.
- Saab, 100 per cent, 1998-2010, lost through neglect.
- Subaru, 20 per cent, 1999-2005, sold to break Fiat deal.
- Fiat, 20 per cent, 2000-05, paid US\$2 billion to get out.



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# A honeymoon minus early babies

Peter Wilson looks at what's coming out of the alliance between the Peugeot group and General Motors

**Peter Wilson**

**A** SUPER MINI-CAR for the South American market. A big luxury car for Peugeot's six-oh series. The insiders' tips on the first joint models are coming thick and fast.

But Australia will have to wait several years before it will see anything like a 609.

Even a 509 and its Citroën, Vauxhall and Opel equivalents would take four or five years to produce on a joint platform.

The Peugeot group's chief executive, Philippe Varin, said the first vehicles on a jointly produced platform would be on the market in 2016, although he would not give specifics.

Until then it will be new Peugeots much the same as expected – the 208 this year and the 301, the 308 replacement, next year. Dual clutch transmissions will be coming up then to help save fuel.

Vehicles now in production have to complete their life cycle before the automotive giants can look at replacing them with joint platforms.

The partners have ruled out the prospect of Vauxhall/Chevrolet/ Holden 508s or a Peugeot Cruze. Each organisation will continue to market and sell its vehicles independently and on a competitive basis, they said in the merger announcement on February 29.

At this stage the alliance is about GM helping reduce the Peugeot debt with its share purchase and GM sharing Peugeot's bigger buying power in Europe, where GM has been unprofitable for years.

They want early savings from purchasing components and materials and possibly having a huge shared parts bin. Shopping for mega-volumes, they will demand the best product for the best price.

In mid-March the partners appointed five executives each to oversee the work on joint projects and a start is envisaged before the end of the year.

The partners have agreed to focus initially on the D and B segments because their plans for new models in other sizes are well committed in their development and production cycles.

The D segment, also known as the mid-sized segment, includes the Peugeot 508, Citroën C5 and the GM triplets – the Vauxhall and Opel Insignia and US- and China-

built Buick Regal.

The Peugeot 508, which made its debut here last year, still has some years before being due for an update and replacement while the C5 is due for an update in 2014 and the Insignia, launched in 2008, is due for replacement in 2016.

The plan is that one partner – most likely GM – will design the next D platform for both, and the cost of development and plant retooling will be spread over a combined 1.6 million cars a year.

GM and Peugeot are emulating the platform sharing policies of rivals such as the Volkswagen group with its VW, Audi and Skoda brands, Renault-Nissan and Fiat-Chrysler.

Economies of scale would reduce the research and development cost of combined projects. Automotive News Europe quotes an analyst's estimates of these as US\$1,280 for each GM vehicle and \$1,040 for the French.

Opel sources have indicated in German media that an extension of the present Insignia platform has already been made for a large Saab sedan that did not make it into production.

It has been suggested that Automobiles Peugeot could use this to underpin the large sedan gap left when it discontinued the 607. It has a stylish new design to match – the HX1 concept shown at the Frankfurt Auto Show last year – and the diesel hybrid power available to deliver performance while keeping emission levels low.

Peugeot baulked at a 608 because the 607 did not sell well outside France. In Australia, it was a luxurious niche model that won a loyal and enthusiastic following, with sales of 405 units.

Meanwhile, the partners' other announced focus is on the B segment and this is PSA's

forte. This subcompact group includes the Peugeot 206, 207 and 208, the Citroën C3 and DS3, the Opel and Vauxhall Corsa and Chevrolet Aveo.

"It's clear where both parties' strengths are," Philippe Varin told Reuters. "We can probably bring more on the B segment and GM can bring more on the D segment."

PSA chief financial officer Jean Baptiste de Chatillon predicted the concentration on the D and B segments would give global leadership in the segments as well as strong positions in Europe and Latin America.

The Peugeot 208 began its production cycle in March, with a 2008 crossover to follow at the Paris Auto Show in September and other variants locked in after that. It is a key model – the Peugeot 207 was the brand's best seller with European sales of 245,649 units in 2011, according to JATO Dynamics.

Most of the work on the 301 – given that number because the 309 has been used in the 1980s, within market memory – has been done for its debut next year and spy photographs of the car have been published.

The 308 is Peugeot's No. 2 seller in Europe.

Priority has been given to a Peugeot project named M3 to develop a no-frills model to be built in Spain for sale in emerging countries. It has been described as classier than Renault's Dacia brand Logan, and mechanically simpler and easier to maintain than European Peugeots.

The sale in Europe of the M3 and its Citroën M4 version has been ruled out.

Work is also well underway on refreshing the Peugeot 3008, Peugeot 5008 and Citroën C4 Picasso for launches in 2015.

Possible convergence of platforms could begin with the Opel/Vauxhall replacement of the Astra compact in 2016 and that could flow on to the Chevrolet and Holden Cruze.

Another important area of cooperation will be in minivans where GM and Peugeot Citroën dominate the growing small segment with 48 per cent share between them and each has a good chunk of the Renault Scenic-led medium segment.

— *With input from Automotive News Europe, Reuters and Bloomberg, etc.*



**Opel Insignia:** Platform could be the basis for new Peugeot and Citroën models.



# Kopecký nabs win in Gran Canaria



**J**AN Kopecký has claimed a dramatic final-stage victory on Rally Islas Canarias El Corte Ingles after an engine misfire slowed rival Andreas Mikkelsen with his first win in the Intercontinental Rally Challenge on asphalt in his grasp.

Kopecký, in a factory Škoda Fabia Super 2000, had trailed Mikkelsen's Škoda UK entry by 3.6s starting the final 16.12-kilometre test. But with Mikkelsen losing vital speed due to a broken injector connector, he was powerless to defend his advantage as Czech Kopecký raced

to his first victory in the IRC this season and his second on Gran Canaria following his maiden triumph in 2010.

"We were pushing quite much on the last three stages and finally Andreas had some problems with the car," said Kopecký. "I must say I don't feel so happy because I wanted to beat him in a fight.

"But this is what can happen in rallying so thanks to Škoda because they gave us an opportunity to be here and thanks to my new co-driver Pavel Dresler because today he improved

himself a lot and did a great job

In the end Mikkelsen had to settle for the runner-up spot, 28.3s behind Kopecký, but still extends his lead in the IRC drivers' standings, while Škoda, now unbeaten on this event for the last three years, claims maximum IRC manufacturers' points for the second time this season.

"The car started misfiring three kilometres from the end of the penultimate stage," said a dejected Mikkelsen, who led after all but two stages of the 15-stage rally. "We tried to make some repairs but there was nothing we

could do. There was no power at all – we were just hoping we could get through the stage. It's so disappointing this happens when we think we're going to win."

Luis Monzon was the top Peugeot finisher and the leading Spaniard in an impressive third overall with Sepp Wiegand a fine fourth on his Canarias debut for Škoda Auto Deutschland. Monzon hadn't driven a Super 2000-specification car until this week but shrugged off his lack of recent experience to produce a faultless drive. His performance earned



Spaniard Luis Monzon, the event promoter, hasn't raced an S2000 car in 4 years. He stepped into this "older" spec Pug and took the fight to two of the latest works cars from Škoda.



him the Colin McRae IRC Flat Out Trophy, which goes to the driver whose performance best embodies the spirit of the rally legend on each round of the IRC.

With fourth place all but secured following Hermann Gassner Jr's crash on Saturday's first stage, Wiegand spent the afternoon experimenting with different car set ups ahead of the upcoming asphalt rallies in Northern Ireland and Corsica. It was the second event in a row that the 21-year-old German has finished fourth, thereby underlining his huge potential.

Spaniard Jonathan Perez took fifth in another Peugeot 207 with Joan Vinyes winning the IRC 2WD Cup for the second year in a row in sixth position, closely followed by Gorka Antxustegui and Honda driver Angel Marrero. With Vinyes and Antxustegi not eligible for overall IRC points, Marrero collects sixth-placed points.

Hungary's Janos Puskadi, competing in a Škoda Fabia S2000 for the first time, impressed on his way to ninth overall and seventh-placed points. Skydive Dubai Rally Team's Rashid Al-Ketbi finished 10th to bag four IRC points with Honda driver Germán Hernandez and Renault's Robert Consani rounding out the IRC point scorers, the latter also securing the victory in the IRC Production Cup.

The 2012 Intercontinental Rally Challenge season now continues with the Donnelly Group Circuit of Ireland Rally, running from 6-7 April.



#### Rally Islas Canarias El Corte Inglés — final positions

1. Kopecný/Dresler, Škoda Fabia S2000, 2h21m46.5s
2. Mikkelsen/Fløene, Škoda Fabia S2000, +28.3s
3. Monzón/Deniz, Peugeot 207 S2000, +3m13.6s
4. Wiegand/Gottschalk, Škoda Fabia S2000, +4m32.0s
5. Perez/Velasco, Peugeot 207 S2000, +7m29.3s
6. Marrero/Marrero, Honda Civic Type R, +11m27.4s

#### Drivers' standings:

1. Andreas Mikkelsen 43 points
2. Jan Kopecný 25
3. Sepp Wiegand 24
4. Juho Hänninen 18
5. Bryan Bouffier 15
5. Luis Monzón 15

#### Manufacturers' standings:

1. Škoda 86 points
2. Peugeot 42
3. Honda 18
4. M-Sport 16
5. Subaru 12
6. Renault 7







## Peugeot sales in Europe

**P**urchases of new cars in Europe slumped 9 per cent in February, the biggest drop in more than a year, while those in France fell 20 per cent.

Renault was hit hardest, down 23 per cent, while the Peugeot and Fiat group sales fell 16.5 per cent, Bloomberg reported.

Worry about the economy is keeping customers out of the showrooms, though the stronger German market did not decline and Volkswagen bucked the trend with a fall of only 2 per cent across sales of its brands.

Figures from January show the dismal picture across the Peugeot range.

Model	Jan. 2012	Jan. 2011	Unit change	% change
iOn	146	58	+88	+152
107	6,955	8,536	-1,581	-19
206	3,865	10,090	-6,225	-62
207	18,340	21,056	-2,716	-13
308	11,697	13,408	-1,711	-13
407	41	2,011	-1,970	-98
508	8,203	1,986	+6,217	+313
RCZ	936	1,552	-616	-40
3008	8,440	9,617	-1,177	-12
4008	7	-	+7	
5008	4,646	5,899	-1,253	-21
807	355	443	-88	-20
4007	235	390	-155	-40
Bipper	495	852	-357	-42
Partner	2,580	3,303	-723	-22
Expert	349	294	+55	+19
Other	503	170	+333	+196
<b>Totals</b>				
Peugeot	67,793	79,665	-11,872	-15
Citroen	57,294	66,085	-8,791	-13
PSA	125,087	145,750	-20,663	-14
Cadillac	70	52	+18	+35
Chevrolet	16,919	13,515	+3,404	+25
GMC	2	1	+1	+100
Hummer	3	8	-5	-63
Opel/Vauxhall	58,645	74,088	-15,443	-21
Other	-2	-2		-100
GM	75,639	87,666	-12,027	-14
VW brand	131,606	132,035	-429	-0

Compiled by JATO Dynamics from sales data from 29 European countries, excluding vehicles registered as commercial.

# Indian Pug factory on hold

**P**EUGEOT HAS PUT its plans to build a factory in India on hold as a belt-tightening move and it could turn out to be the best strategy.

Reuters reports that India's carmakers are speeding towards a head-on collision with a capacity glut.

"Lured by 30% sales growth over the past two fiscal years, carmakers have pledged US\$6 billion to almost double India's annual production to more than 6 million vehicles," the agency reported from Mumbai.

"But now sales growth has come to

Peugeot boss Philippe Varin with Gujarat Chief Minister Narendra Modi

a screeching halt and production capacity could be as much as 40 per cent more than demand."

Although Indians bought 2.5 million cars in the year to March 2011, an increase of a million cars in two years, the sales boom has collapsed because of successive interest rate increases and soaring petrol prices.

The excess factory capacity is about a million cars and newcomers such as General Motors, Toyota and Ford are revising their plans as they face shrinking margins.

Meanwhile, some plants are working at full tilt. Mahindra & Mahindra, India's biggest SUV player, has around four buyers for each XUV500 car. The diesel model of Maruti's Swift hatchback has a six-month waiting list. And the Nissan-Renault factories have strong exports.



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# A high heeled Pug in movie make-up



**Peter Wilson**

**L**IKE ANY MOVIE star, Ian Loubser's Peugeot GTi 505 was deemed to need make-up for its starring role in the South African television production of Mad Dogs III.

It looked pretty good in its original white.

The colour had served the station wagon well since it left the Peugeot factory and after the Dangel workshop in Alsace had made its four-wheel-drive conversion.

But the production department wanted a burnt orange make-over to give it a touch of colour for it to stand out against the setting of white sandhills somewhere near Cape Town.

Ian, whose business interests include hiring action vehicles to film companies, consented and the colour was changed.

The photography looked great, particularly against the "Moroccan desert" sands.

However, when Ian's friends in the Peugeot Club Afrique du Sud saw the emailed location photos, they were horrified at the thought that their club's chairman would be up for big money to restore his wagon to its previous pristine condition.

As the Pug on high heels, the wagon had always stood out from other Peugeots like a tall big brother because of its extra height in club lion-ups.

The new colour seemed a little too much.

Victorian Graeme Nicol was most concerned. "Ian Loubser's car looked great in white," he said in an email. "The orange make-over I presume is a real re-spray, i.e., sanding, priming, painting and baking which destroys the factory finish and if so is the film company going to restore the car to its original white?"

"The only reason I ask is the huge cost to restore the car to original."

He did not take into account that movie



making is all about illusion.

Dawid Botha, who had shared the snapshots of the change and from the film set to fellow members, explained: "They stick plastic all over it and then pull it off again."

still under way.

Club members have returned from New Caledonia with photographs of the Dangel 505 wagon 4x4s that the local gendarmes have used.

**Pictures:** Dawid Botha & Ian Loubser



When The Pugilist sought a bigger image of a desert scene for its cover, Ian emailed back that the film people had banned use of photos from the set until the release of their project in October.

However, he obligingly took his 4 x 4 into a neighbouring vineyard trail for some special offroad shots.

Ian told The Pugilist that the car had originally belonged to a French missionary who had driven it from France through Africa to Durban.

A guy in Durban bought it when the missionary returned to France and after that owner's death a nephew sold it to Ian.

Did he buy the vehicle for his film vehicle business? "For my personal interest absolutely," Ian said.

At that stage the mobile phone link with Ian, who had stopped on a bush road, dropped out.

Dangel has modified some 80,000 vehicles since 1980, starting with Peugeot 504s and progressing to 505s and Citroën C15s and C25s.

These days its range includes the Peugeot Boxer, Expert and Partner, and their Citroën and Fiat clones.

Dangels are rare in Australia.

A Peugeot mechanic in the Western Australian club made such a great job of restoring a 504 Dangel 4x4 ute that he returned from an overseas job with, that it won the people's choice award on its debut at the 2009 French Car Day in Perth.

Victorian member Lael Lee imported a Dangel conversion kit for a 505 wagon, the best way of overcoming the Customs snags that make the importing of a complete vehicle a challenge, and his project is



# End of road for Safari hero



Bert Shankland, with Chris Rothwell, on the way to victory in the '67 East African Safari Rally.

“After his double victory, sales shot up,” the Tanzanian Guardian reported. “For any upcoming Tanzanian – or East African for that matter – to consider himself a modern man to own a top of the range car in those days, he was supposed to drive a Peugeot.”

For the rest of Bert’s long rallying career, his presence in an event would stimulate a large admiring crowd.

However, in the torrential rain of the 1968 Safari, his 404 survived an early bath in a muddy ditch only to throw a rod while leading on tarmac 150 miles from home. Fortunately, Nick Niwicki, who had driven a 404 to victory in 1963, completed the hat trick for Peugeot.

Bert drove Peugeot 504s in later

## Peter Wilson

**H**EAVY RAIN, DEEP river fords and mud took their toll of many rally cars that year after grit and sand got into their engine oil.

He’d driven Peugeots in eight East African Safari rallies and had never encountered such difficult conditions.

“We drove in mud for hundreds of miles at a time,” the tall Scotsman said afterwards. “In some places, our car was swimming in over three feet of water.”

He led from the start and, thanks to his driving skill as multiple national rally champion, his sturdy mount and the careful waterproofing of his 404 Injection engine, held that position to win the 1966 Safari.

Conditions were at the dry extreme for the 1967 event, with hard baked bumpy surfaces that broke many suspensions and treacherous slippery dust, but he kept his strong Peugeot consistently close to the quicker leaders and survived to inherit the victory.

Those wins, with virtually stock showroom cars, established Bert Shankland as a Peugeot hero and his 1967 winning 404 Injection, No 5, is displayed in fully rally trim in the Peugeot Museum.



**Rally reunion:** Bert Shankland, left, and Chris Rothwell meeting members of Peugeot Club UK with their 404 in 1997.

Bert was then workshop manager for Tanganyika Motors in Dar es Salaam, where Peugeot dominated the market of what became Tanzania.

Safaris but his best was second and third. He also drove a 504 in a UK rally.

When he retired to Scotland, he kept in touch with his navigator in his early and victorious rallies, Chris Rothwell, and they would meet once a year to go fishing together.

Bert has died in Glasgow at the age of 79 after a long fight with cancer. He is survived by his wife and two sons.

— with Mike Tippett and Alastair Inglis.

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# Looking for a high roller

A Las Vegas auto dealer is offering a pristine 1979 Peugeot 204 sedan for sale at US\$27,000.

It's a pretty ambitious price for a vehicle that was the best-selling car in France from 1969 to 1971 and, as its Australian adherents will attest, offers lively performance.

But there's only a few in the US and the rarity factor there and some smooth sales talk might persuade a collector to show enough interest to pay up and drive it away or have it gift wrapped and shipped home.

Perhaps the dealer is gambling on a lucky

high roller chancing by and falling in love with the Pug, which has all the signs of no-expense-spared makeover.

It would be a nice acquisition if it is as good as the photos suggest.

Originally purchased in France, the car has its original French documentation and handbook.



Small cars are in fashion in the US and the alloy-engined 204 would be more frugal to run than any collectible US-built monster.



Caren Osten Gerszberg

## Fair Game

Genuine location: It's Naomi Watts as undercover CIA operative Valerie Plame in Cairo on a mission before the second US invasion of Iraq in the movie *Fair Game*. The film makers borrowed a local taxi, a Peugeot 504 with unusual vented rear quarter windows. Another scene was shot in Amman, capital of Jordan, where the Pugs are more up-to-date and the rear of a Peugeot 307 can be sighted in a street scene.

I'VE SPENT MANY an afternoon driving through the countryside of France -- my mother's homeland -- in a small Peugeot rental car. Together, we have pulled over alongside a field of sunflowers or a stretch of sandy beach to lay out a picnic where we'd eat and sip the locally made wine.

On my next trip, however, I'll not only think twice about taking the wheel after a picnic, but I'll also be blowing into a Breathalyzer to be certain my blood alcohol level is within the legal limit.

Beginning July 1, a new law in France will require all motor vehicles (except mopeds) to have a breathalyzer on hand.

It seems unexpected that a country like France, known for its love of le vin, would spearhead this campaign against drinking and driving, but perhaps not surprisingly, nearly 30 per cent of all road fatalities in France are alcohol-related -- a higher rate than the UK and Germany.

From November police will stop cars to check they have at least a €2 disposable breath tester on board and to see the driver is below .05.

— from the *Huffington Post*.

# Take a breath tester in the Pug



## Two men and a Pug in sea rescue

The crew of a Coastguard lifeboat that went to the aid of a Danish trawler stranded 14 miles off the Northumberland coast in heavy seas were surprised to see a Peugeot 206 on the deck with the two-man crew.

The trawler engine had failed while the

trawler was being delivered from Denmark to the UK.

A sturdy line and a slow three-hour tow got the vessel to port safely.

The canny skipper then just needed a couple of planks to get his Pug ashore so he could drive to an Amsterdam-bound car ferry and then to his home in Denmark.

— from the *Northern Echo*.

## merci

This issue was brought to you by:  
Peter Wilson, Peter Cusworth, Ross Berghofer, Helen Louran, Brian Jubb, Ted de Lissa, Paul Watson, Peter Lubrano, Dawid Botha, Ian Loubser, Don Pearson,, Philip Challinor and the number 207





**His best Peugeot:** A test drive convinced Warren Gordon to buy a 406 HDi in 2002, being admired here by his cat. He does 1,100 km a week of confident rapid country driving and loves bragging to owners of lesser vehicles about its economy.

### 35 years ago

**1977** Paul Watson is watching his Peugeot 404 odometer as it nears 125,000 miles.

Alan Broadbent escapes serious injury in a head-on encounter in his Peugeot 504 with a horse on the Hume Highway. The horse was killed instantly and the Ti was a write-off with a crushed roof.

The Toyers are thrilled to score a very original 1949 Peugeot 203A with nice leather and sunroof and want \$200 for their old one. It needs tidying, but at least it's rust-free.

### 30 years ago

**1982** A helicopter lifts French stuntman Michael Chirouze, 37, in his Peugeot close to the summit of Mount Blanc and he drives 1,600 metres down the ice-clad south face.

Ian Robinson bogged on soft ground while delivering refreshments to flag points on the Amaroo Park circuit during a Pentaclub round and left his Peugeot 404 ute there until the end of the day.

Mag production goes high-tech with Anne Cosier buying a reconed Adler 131d typethingy to tap out future issues.

### 25 years ago

**1987** Mrs Dwyer is still using daily in Turrumurra the 1955 Peugeot 203 which she and her late husband bought new from Harden and Johnson in February of that year, reports David Child, who is restoring a similar model.

With the first club plates for historic vehicles claimed, Jon Marsh and Ian Robinson offer to set up a register for particular models to keep track of cars and parts.

### 20 years ago

**1992** Peter Brock leads a Peugeot assault on the Bathurst 1,000 in which three Talbot Sport-prepared Mi16s are taking on the V8s.

The only Peugeot 605 in Australia joins the Hunter All French day at Rothbury Estate and a local trio plays charming French music.

### 15 years ago

**1997** Zipping through Molong, Robert Rigg is horrified to see a guy standing on the bonnet of his tidy

Peugeot 203 to nail an advertising sign on a pole.

Peugeot Concessionaires is sending six new Pugs around Queensland's show circuit and



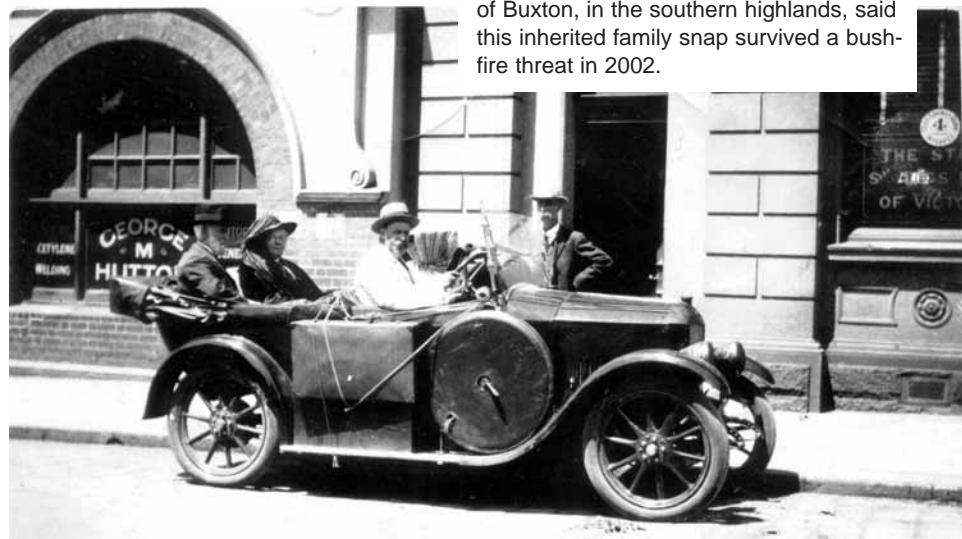
**High point of trip:** The Peugeot Boxers stop on a Swiss pass so members can enjoy the view ... another club tour is being organised.

agricultural field days as a way of promoting them to rural buyers. Diesels are in such demand in the bush that imports of oil-burning Peugeot 405s will continue until an equivalent in the new Peugeot 406 is available.

Club prez Michael Loney is busy preparing a half-504 trailer for the road in time for the pageant at Beechworth.

### 10 years ago

**2002** Victorian oh-three guru, 70-year-old Gordon Miller, needed what he called "a jumper lead job" to fix his "distributor" after being diagnosed with an irregular heartbeat. Now he's busy with his writings, his projects and helping other wormers again.



Check your fuse box for hitchhikers, advises Martin Karo. He found mice nesting there in his Peugeot 505. "Not only had the buggers stuffed an unbelievable amount of my bonnet padding in there, but they had nibbled on several wires, causing at least one short, and had stripped one wire for about 10 cm," he reported.

Quote: If the world was a fair place Peugeot's new 607 wouldn't face the uphill battle it does to attract buyers. This is a very good car and at a very good price. — Rod Easdown in the Australian Financial Review

### Five years ago

**2007** Someone catching a ride with Doug Stanfield noticed a toilet paper roll on his wiper lever. When Doug steps from his Peugeot into another car, the roll reminds him that the blinkers are on the other side of the steering wheel.

Peter Holloway of Werris Creek, a Peugeot



**Intimidation:** A glimpse of the Cold War in the bleak winter of 1987 in Poland where menacing Soviet armoured vehicles line up as a 504 drives by quickly.

man from way back, has acquired the immaculate 604 with only 60,000 km from Chris Hall's collection. The sale was to make way for a 504 coupé project Chris has taken over from a Victorian. The coupé has a PRV V6 engine and a five speed box.

Hurrah! Doug Smith checks out the new Peugeot 207 and reports it has a full-size spare wheel. A 207 has been arranged for the April club meeting.

**Easter holiday:** Here's dad and mum setting off with gran and grandpop in the Pug in 1922, the women's hats tied down with scarves, the suitcases strapped on the running boards and the spare tyre protected from the sun. The Rev L A Pullen of Buxton, in the southern highlands, said this inherited family snap survived a bush-fire threat in 2002.



# 207



## Is it any good?

**Simon Craig**

**L**AST YEAR I replaced my 207 GTi daily driver with another PSA product of very similar specs, (you can see it on last month's front cover) as Peugeot appears to have given up on making GTis for some years now.

I didn't sell the car though — despite rumours to the contrary — and I thought some readers may like to know how the 207 GTi has fared in a long term report, of sorts.

I picked up the car new from a Peugeot dealer on Christmas Eve, 2007. Quite a nice chrissey present, you could say.

After owning a 306 for five years, then progressing to a 206 GTi and then a GTi180, this car was a huge leap forward in quality and performance. It was bigger, wider (heavier!) and despite its smaller engine, so much better to drive than the 2.0 litre engine of the GTi180.

That's not to say the older engine was bad — the GTi180 engine is a fabulous engine to wring the neck of through a nice mountain road or around the track at Wakefield Park or the Marulan Driver Training Centre — it's just that the 1.6 litre direct injection turbo motor in the 207 does it so much more effortlessly. It's rea-

sonably fast off the line for a hatch that needs a diet, but its in gear acceleration is excellent and the dead flat torque curve between 1,700 and 4,500 is almost diesel-like in its pulling power.

It feels so much more planted on the road, without the 180's twitchiness (which was in itself a step up from the GTi it replaced) and with an interior that is vastly superior in quality and finish.

Early on in the first year of ownership, while I was hearing reports from overseas of engines sounding like tractors and timing chain issues with both the 207 and the MINI (which shares the same engine) I was experiencing nothing but bullet-proof reliability.

Apparently, the bolts holding the sprockets that drive the inlet and exhaust cams were not done up tight enough at the factory and early build cars were suffering the effects.

Numerous fixes and parts were replaced on these cars, with limited success, it would seem.

I wondered if I was driving a ticking time bomb. Perhaps this was the reason the bonnet release cable failed to work on two occasions — I was spending too much time opening the bonnet!

Anyway, I'm pleased to say that the friendly

staff at Trivett Parramatta replaced the bonnet cable under warranty one day and that has since withstood the test of time.

Early on, the rear hatch rattled a fair bit. It's a pretty stiff-riding car (frequent occupants would say I'm understating the issue a bit) but despite numerous tweakings of the boot closing stops, cunningly positioned towels in the spare wheel well and other crazy ideas, I could not get rid of the rattle from the back.

Undeterred, on its next visit for service at Trivett I mentioned it and a "new, improved design" rear latch catch was substituted under warranty and the noise has been absent ever since.

By now, reports of local cars, including 207 GTs and GTis, were starting to appear with the dreaded "rattle of death" and turbo failures (refer Graham Taylor's report in the July 2011 edition of *the Pugilist*).

It would appear that the hydraulic chain tensioner was the latest culprit and letting the chain "stretch" to the point where the timing was so far out the turbo would cut out and the engine would officially be in "limp home" mode.

At the same time, a critical oil line to the turbo housing was becoming suspect, with a leak due to design and causing turbo failures.

Once again I was finding myself straining to hear the lightest rattle and checking the "problem" oil line very regularly. Yet still, my car seemed to like me.

Numerous trips around the country, including Adelaide, Melbourne and Longreach (now that was a long trip) have failed to upset the little machine and I'm quite impressed with its long range cruising poise. With a very solid construction, cruise control and climate control it's a very comfortable country tourer for one or two people. Start filling the back seats and space for people and luggage starts to get a bit tight, however.

At two years of age it was in for another service and, with no prompting from me, the good people at Trivett tested the battery and replaced it under warranty after it failed its load test. With the price of batteries for European cars so much more than traditional battery sizes, I certainly wasn't complaining!

*continued page 26*

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**4**06 HDi wagon auto 2002, delivered 2003 Jan 13 NSW Reg currently BE 21 VJ but can have LE 406 premium plates [no annual fee] 124,900 genuine km Always garaged – no kids no pets no smoking environment, Excellent dealer service history and very recent timing and all power

belts and all pulleys. White paint - extremely minor Kmart door dings, otherwise no marks at all, Interior excellent, Unused towbar – except for shin whacking, 2 owners, both elderly, New England car so no rust at all. \$10,900 will discuss price, Murray Giles 6771 1450 or 0418 11 33 01.

**4**07 STE Sedan, HDi 2.0, 2005, rego to Feb '13, 6 sp man, one owner, complete service history, dolomite bronze, beige leather upholstery, sunroof, only 32,171km. \$20,880 ono. Don Bailey, 02 9802 5688, 0418 257 529, donbailey@optusnet.com.au

**5**04, 1970 (Barossa Red) manual model, willing motor, good reliable & well documented maintenance record, plus workshop manual. 98,800 miles, beige fabric seats with recessed headrests. New battery, multitude of parts including an extra set of alloy wheels, great to drive. JE2675 \$3350, 02 9798 4415

**5**05 SR Diesel Turbo, 1983 5 speed man, Feb 2013 rego, Silver Slate in colour with blue interior. Ideal basis for Pug Trek car. Service history, tinted glass, towbar, mud flaps, Kenwood

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CD/Tuner. New clutch, water pump replaced 26,000km ago. Been a country car most of its life. 406,000km. \$1,600 ono, Doug Smith, Berowra Heights 02 9456 2024 or 0412 623 504

**5**05 1984 Executive Sedan. 295k km. Blue. Manual 2.2 litre injected. NSW reg to mid April. Blue velour seats and interior, very good inside. In good running order. Paint good. Imperial mag wheels with 80% tread. \$950. Also selling 505 1984 STi Sedan 275k km. Maroon. Auto 2.2 litre injected (same injection system as in above car). Brown interior, dashboard uncracked. Many extra parts - wheels etc. all included. Body straight, car was running well but is now a parts car only missing a fuel pump. Could be restored or dismantled. No rego.

\$250, Shane Carson 0407 277 327 Moruya, the 2 together: \$1000

## Parts

**2**03 parts including 6 front ends, 26 rear ends, 6 late gear boxes, 6 heads, 10 pairs of shock absorbers, 5 engines, 5 engines, 5 doors, boxes of necessary spares, etc All FREE & at Broke in the Hunter Valley ...wife wants a shed. Jim Kearns phone weekdays day time 9874 2100

**5**05 - total air conditioner system comprising 2 compressors, 2 evaporators incl housing, 1 condenser, 2 TX valves, 2 sets hoses, all brackets and hardware. Suitable to regas to R134A 8 standards, \$240. Will split if justified. Paul Pracy 02 9807 6427

*continued from previous page*

A year later it had a front strut top bearing replaced under warranty when I was chasing a slight knock from the left hand side during turns and that appears to have been fixed as well.

So that's it — in 4.5 yrs it's had a bonnet release cable, a new battery, a rear latch catch and a l/h front strut top bearing replaced — all under warranty and it's certainly never let me down in any way or left me stranded on the side of the road.

I'm not sure how to account for this lack of problems, when you are constantly bombarded with forums, people and mechanics telling you how bad these cars are, but perhaps its my longer trips at decent speeds (I don't have to drive in peak hour) or choosing to change the oil every 10k instead of the 20k interval specified by Peugeot. I just give it a diet of decent fuel, the correct oil and filter and it seems to look after me. Cheap insurance?

Last month I indulged and replaced the

gearbox oil — despite the Peugeot stipulation of sealed for life. The colour and consistency of the old oil certainly left a lot to be desired.

So, it's now done 90,000km and still on its original timing chain, turbo and oil line, which — if you believe the online forums — is a minor miracle. I'm certainly very happy with the car.

Sadly, Peugeot stopped making the GTi and has abandoned that type of car altogether, so I chose another PSA product that was almost the same kind of car — a Citroën DS3.

Despite all the horror stories and poor reputation it has the same engine with slightly less power. Mated to a car with 150kg less weight and a 6 sp gearbox, it's a lot of fun to drive — but it's not a Peugeot!

Who knows, perhaps Peugeot will introduce a 208 GTi and the recent 208 GTi Concept shown at Geneva is a good sign that they will, but I'm hoping it won't be a Peugeot Corsa OPC in 2016.

# Peugilist of the Year

**Ross Berghofer**

The committee is pleased to announce Peugilist of the Year awards for contributions to club activities.

Peugilist of the Year for 2011 goes to Graeme Foster. He is a relatively new member and volunteered to copy VHS tapes to DVD. This has resulted in an increased workload for Steve Palocz, our DVD man, because members are now borrowing items. The DVDs are outdated technology.

- Consistency award for attending most club events goes to Ted de Lissa.
  - Ladies sporting award — Helen LOURAN
  - Adult sporting award — Mark Donnachie
  - Junior sporting award — Jack Spencer
  - Bent Grill award — sadly, because his beautiful 306 GTi6 was destroyed by another driver, Geoff McHardy
  - The Editor's award — Peter Wilson
- These awards will be presented at the April club meeting.

## OASIS report

**Ted de Lissa**

Twenty one Oasis members travelled to Falconbridge to visit the Norman Lindsay Gallery. The staff directed us through the house and Gallery, Workshop and Studio to view the works of this iconic Australian artist.

Norman Lindsay moved from Melbourne to assume the position of cartoonist for the Bulletin newspaper in Sydney, a position he held until 1956.

As well as painting he also dabbled in photography and sculpture — he passed away peacefully on November 21st 1969.

He pre-deceased his second wife, Rose who was his major model in most of his paintings.

After the Gallery visit we enjoyed lunch at the Glenbrook bowling club.

Our next outing is on Tuesday the 3rd of April — to the Australian Motor Life museum at Dapto.

Here we will enjoy looking at the museum's collection of classic and vintage cars, including the recently acquired Paul Butler collection.

"In 2000, the Museum was invited to participate in a series of mediation conferences intended to conclude with a destination for the collection" and eventually was granted the rights to maintain the collection.

Lunch will be at the nearby Dapto Leagues Club. Meet at McDonald's on the corner of Heathcote Rd and the Princes Highway, Engadine at 9am for a prompt 9.30am departure.

Hope to see you all there.





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Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
<b>AUSTRALIAN CAPITAL TERRITORY</b>					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
<b>NEW SOUTH WALES</b>					
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Autosports Sutherland	Sales Showroom Service & Parts Unit	668-670 Old Princes Highway 2/7 Marshall Rd	SUTHERLAND KIRRAWEE	NSW 2232 NSW 2232	02 8536 2888 02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Bourke Street	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
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom Service & Parts	1 Link Road 75-85 O'Riordan Street	ROSEBERRY ALEXANDRIA	NSW 1445 NSW 2015	02 8338 2624 02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
<b>VICTORIA</b>					
Bayford of South Yarra	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
Hamilton City Motors	Service Centre	112 French Street	HAMILTON	VIC 3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 92 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
<b>QUEENSLAND</b>					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom Service Parts Unit	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400 07 3253 1440 07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDBERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
<b>NORTHERN TERRITORY</b>					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

# AFTERcare

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