

the pugilist

December 2013

Magazine of the
Peugeot Car Club
of NSW Inc





It was a great day for Pug spotting at the Myall River Festival in late October.

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Slick collection of US Pugs



Keen collector: Jim Schlick with some of his Peugeots. – a 1968 204 cabriolet, a 1958 403 cabriolet, a 1964 403 sedan and a 1966 404 cabriolet.

JIM SCHLICK AND HIS late wife, Pam, got started with Peugeots more than four decades ago. Pam’s brother had been given a 1960 Peugeot by his grandfather, “but he was not old enough to drive yet, so Pam was the one who drove it,” Jim said. “This was out in the middle of Iowa, so four-speed on the column and a sunroof and seats that folded down were pretty unusual.”

After they were married, they spotted a Peugeot in Bloomington, and were told they could haul it away for free. “So that was Peugeot Number 1,” Jim said.

There have been lots of Peugeots since, including Sedan, Coupé and Cabriolet versions of the 404.

“I particularly like the styling of the Coupé—I think it looks like it’s leaning forward,” he said. “It’s in the typical Pininfarina style, the oval grille with the two lamps and the kick-up in the rear fenders. It’s pretty sporty.

Pam and I had had several 404 Sedans, and the main thing about them that we liked was the



The cover

It’s not just the McHardy seniors that are keen on their new 403 ute. The McHardy & Cutajar children were pretty happy too. Picture: Jim Kearns.

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ride. They’re very comfortable road cars.”

Compared to the Cabriolet, “It feels a little more solid, primarily because it’s got the fixed roof,” Jim said. “This Coupé has the Nardi conversion, which I prefer, the four-speed on the floor, while the Cabriolet has the four-speed on the column, which was the standard.

It seems to drive, I don’t know...a little tighter, maybe, is the word. I can corner faster in the Coupé. The Cabriolet would be more of a car that I would take out on a nice sunny day and go on a road trip, where the Coupé I wouldn’t mind driving around the mountains a little bit.”



A study of 404s: Jim’s 404 Coupé is the only one in the USA, according to Mike Tippett, 404C registry maintainer in Canada.

Big events in 2014

Ross Berghofer

WELL MEMBERS, this is the last club magazine for 2013 and the next one will be for February 2014.

The editor, Simon Craig, has earned a well-deserved break from editing for January.

The committee will be busy though, with a December committee meeting and a committee meeting in January to consider issues for 2014.

But the committee has been busy already planning events for next year – please join in for my President's breakfast in February, Pugger Buggers, Wings over Illawarra, and Tea Gardens Motorfest, details are in this magazine and magazines closer to the events.

To get 2014 off to a good start is breakfast on 9 February at the popular Boatshed Café (formerly the Blowfish Café) overlooking Narrabeen Lake. Further information is in this magazine.

An interesting issue raised at the November committee meeting was about the membership fee for additional members at the same address and whether the fee should be cheaper.

We have taken this on board to consider, but must take account of affiliation fees for the Council of Motor Clubs and CAMS are based on membership numbers.

A membership fee should cover these costs and there is no doubt that affiliation with these bodies is of definite benefit to the club and its members. But in the meantime the committee will look at the considerations on the level of the fee.

I add that there are vacancies on the committee for positions as minute secretary and treasurer. The committee would be delighted to hear from interested members for these positions.

Committee membership provides a strong presence in the decisions affecting the future of our club.

Speaking of which, members' comments on how to attract younger members into the club and onto committee positions would be most



Australia Day, 2012

welcome.

I have written to Mr John Startari, the new general manager of Peugeot and Citroën, to offer the club's best wishes for success in his new role.

If you are in Sydney on Australia Day, 26 January, I recommend you visit CARNivale in Macquarie Street and say hello to any club members who may be there, either with their car or oogling. And if you are attending with a car with H plates, take this magazine with you in case you are queried about the use of the car.

Finally, not only keep on Pugging on, but the club offers best wishes to members and their families for the 2013 religious and festive season.

President's Breakfast 9 February, 2014

Ross Berghofer

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

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

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

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

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

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

Families and friends are welcome to join us there.



President's Brekkie in 2011

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Hawks Nest Motorfest

8 March 2014

Ross Berghofer

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

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

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

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

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



An entrance fee of \$10 per vehicle and \$5 per motorcycle will support the local Surf Life Saving Club and the local NSW Rural Fire Services branch.

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

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



John Hunt's 304 Coupé and Grahame Foster's 306 Cabriolet lined up at the 2013 Hawks Nest Motorfest in March this year.

OASIS

Tuesday 3 December

Reg Short

WE'VE HAD A great year touring around various sites and it's time to celebrate.

Meet us at the Nepean Rowing Club at 11am for a Christmas Party.

We'll be having a Kris Kringle-style event, with everyone bringing a present to the value of \$10.

Nepean Rovers Club is located at Bruce Neale Drive, Penrith, 2750.

Club diary

Wed, 6 November

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

9-10 November

Victorian Worm Weekend

Sun, 10 November

NSW Motorkhana, round 6, Ansell Park.

Sun, 10 November

Sydney Tramway Museum, Loftus.

Tue, 12 November

OASIS Run — St Albans and the Settlers Arms Inn.

Wed 13 November

Committee Meeting, Parramatta Workers, 8pm.

Sat, 30 November

End of year dinner. Stonebar, Meadowbank.

Mon, 2 December

RMS Crashlab visit. 5:30pm, Huntingwood.

Sun, 26 January

CARNivale (Motorfest). Macquarie St, Sydney.

Tue, 4 Feb

OASIS Run. tba

Wed, 5 February

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

Sun, 9 February

President's Breakfast. The Boatshed Café, Narrabeen.

Wed, 12 Feb

Committee Meeting, Parramatta Workers, 8pm.

Wed, 5 March

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

Capital Pugs and more with Neville

3-10 May
2014

Neville Summerill

A bit like a mystery tour of sights in Canberra and surrounding districts from 3 May to 10 May 2014.

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

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

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

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

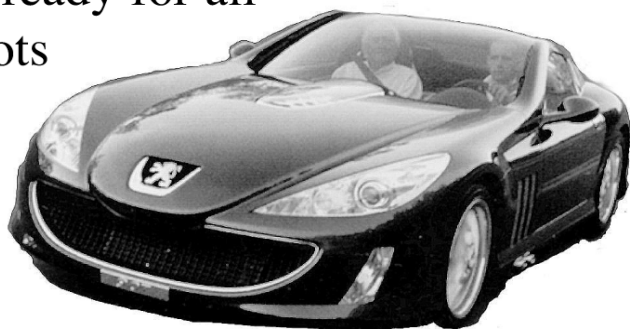
3-10 May 2014.

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



Some capital pugs looking out over Lake Burley Griffin to the National Library of Australia

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9405 2218 or visit our website.
www.interlude-tours.com

Post to Post

Neville Summerill

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

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

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

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

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

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

Enquiries to Neville Summerill on 6458 7208.

Wings over Illawarra

4 May 2014

Ross Berghofer

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

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

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

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

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

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

The ADF displayed a few of their

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

As well as all the aircraft, there were displays of vintage stationary engines, arts, crafts and a large car club display, with over 100 cars in attendance.

More information will be provided after I get details from the Wings Over Illawarra organisers.

Entry is expected to be \$5 per car, a significant saving over the normal \$20 per person entry fee (and much easier parking).

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



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The Peugeot Car Club of New South Wales Inc – now 40 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. This year's in Wadonga, Victoria, whereas Boonah, QLD will host next year's venue.

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

Your benefits

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

**Inquiries 02 9456 1697
ABN 86 542 472 493**

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

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

Our alliances

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

How to join

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

The Puglist

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simonc@pobox.com

- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799. 03 5966 2373.
- Ad deadline is Tue, 21 January, 2014. Other copy before then if possible.
- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.
- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 30 January, 2014.

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jbrear@coamas.com.au
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6884 7852
rp6239@gmail.com

Southern Highlands:
New Regional contact wanted



Something about a Lion

Lion pack: Peugeots displayed at the new Pacific European showroom at Gateshead next to the family's Holden dealership.

Peter Wilson

THE PRINCIPAL OF a Holden sales empire enjoying getting around in a Peugeot 508 GT, a family painting together its new Blue Box, a concrete slab being poured for a Peugeot workshop and sales resuming in Wagga Wagga.

These are encouraging signs of enthusiasm and investment as Peugeot strikes difficult terrain on its road to recovery in Australia.

What has been a rising national vehicle market this year has turned into post-election doldrums for many brands, including Peugeot, and industry sources suggest it may take several months to end a drought.

A country dealer reported: "We've been struggling for the past three months" while a city dealer said: "Things are dead" before excusing himself to deal with a customer.

Official statistics indicate that Peugeot had in October its lowest new car sales month in 12 years. Its registration figures of 214 units represent a fall of 47 per cent from the previous October's 408 units.

Factory bonus packages and offbeat TV advertising were lost amid the big brands' heavier campaigns. The 208 GTi buyers were waiting for stock or desired colours and the newest model, the 2008, was moving slowly.

Peugeot trailed Renault and other European brands it has customarily topped. Renault was up 56 per cent for the month to 707 units, Fiat up nearly fourfold to 503, Volvo 424, Skoda 311, Alfa Romeo up 385 per cent to 231. Still, it was ahead of Citroën (100) and the run-out remnants of Opel's failed move into the Australian market (79).

Besides more news about Peugeot troubles in France, special factors included Fiat Australia slashing the price of the Fiat 500 and Alfa Romeos and the Alfa TV pitch to women.

Peugeot's 3,907 for the 10 months is down 10 per cent on the 4,297 for the same period of 2012, which means it will be hard to top that year's total of 5,071.

It's not as if there is no interest in new Peugeots. Only in June Peugeot achieved its best total for four years, 708.

The Peugeot pothole is in the context of national new vehicle registrations for the month being down 3.1 per cent. Sales fell in October to 92,603 units and the big brands hit included Nissan, Volkswagen, Honda, Kia, Subaru, Toyota, Suzuki and Ford.

Not everyone believes the VFACTS figures for registrations equate with actual sales because some manufacturers pressure dealers to register unsold stock as demonstrators to boost their figures.

In turn those dealers pressure new car customers to take a demonstrator from back stock instead of a new vehicle, which is not a desirable situation.

"At least Peugeot doesn't pressure us to do that," a dealer told *The Pugilist*.

It's now so bad that there is talk of some dealers' stocks being entirely demonstrators and of cars being registered while on the water from South Korea.

The industry weekly *GoAuto News* reported Nissan overplayed its hand on imports and has an estimated 35,000 to 40,000 vehicles in stock that could take six months to clear. Its dealers have 13,500 to 15,000 unsold vehicles and *GoAuto News* estimated between 7,500 and 9,000 are demonstrators.

Meantime, things are on the move in Sydney where Peugeot is filling gaps in its map. Big money is being invested in facilities.

The Muir family business, one of the original Holden dealers, is closer to getting Muir European into shape to handle its second lion brand in Ashfield. The principal, John Muir, is reported to be driving a Peugeot 508 GT and its sales people are excited at the prospect of sampling more Peugeots.

"I had a drive in an RCZ and it's not a sports car, it's a race car," a salesman told *The Pugilist*. "I couldn't get over how well it handled."

Muir European has recruited some Peugeot technicians and after problems with asbestos on a roof and delays in council approvals, poured a

concrete floor for the workshop last month. The slab has to cure before hoists are fitted and the target is for full servicing of Peugeots in January.

Muir's, a little along Parramatta Road from the big Peugeot sign at the former British and Continent site, are working towards beginning sales in February.

The Dominelli family, which has the dealership at Arncliffe, is moving towards Peugeot sales in Sutherland. Its first multi-million dollar new showroom will open in Kirawee this month but that will house Ford and Renault. The showroom with the Blue Box is still under construction.

We learned that in Melbourne Brett Robinson had his family involved in painting the Blue Box for Bayside European which this year began selling in Cheltenham and servicing in Glen Huntly.

The Hillis Motor Group has begun flying the Lion flag in Wagga at its base in Hammond Avenue and in November sold its first Peugeots as Riverina European. The primarily Ford dealership handles BMW, Skoda, SsangYong and Great Wall.

It has taken over from Jason Prestige, which was running a Peugeot service unit for several months after ending sales.

Further rationalisation at Peugeot Automobiles Australia has seen the departure of national dealer development manager Andrew Huenerbein and his team of three has taken over his role. Andrew came to Peugeot from Ateco and besides handling the Peugeot network, he recently set up the new Citroën network for Sime Darby.

The Federal Chamber of Automotive Industries viewed the October market as confused. Private vehicle sales were up but business and government sales were down.

The SUV trade is still rocketing away, up 8.1 per cent year-to-year.

Things were better for local production with Holden Commodore, Toyota Camry and Holden Cruze all in the top ten while the Corolla was the top model (3,861) ahead of the runout Mazda3.

Toyota, though down a bit with 12,129 units, led the pack.



A History of Peugeot in Australia – PART 4

Russell Hall has been delving into the National Library Archives

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

Pug trader in '20s scandal

The 1920s was a boom period for the Australian motor industry. Sales were to peak at just under 80,000 vehicles in 1928. Unfortunately after 1925 Peugeot representation in the largest markets of Sydney and Melbourne failed to take advantage of this growth.

Following the failure of A.W.B. Mather and the liquidation of the French Car Centre, Rhodes Motors became agent for Victoria, the Riverina and Tasmania. They failed to actively promote the cars and by 1928 a Peugeot owner, looking for parts, wrote to *The Argus* asking if there was a dealer in Melbourne. Unsold Baby Peugeots still in crates were dumped on the auction market in 1927 and were being sold by City Auctions. Rhodes only placed the occasional classified advertisement, and seem to have been more interested in the larger models. In 1926 they had a luxury Tourlux with Bedford Cord upholstery, described as very powerful and the finest car in the state.

The situation in Sydney was worse. After Mather Bros was liquidated in 1925 the agency for NSW was given to De Luxe Motors who actively sought country dealers. The manager and accountant concocted a scheme to defraud a financier by obtaining loans for non-existent cars. In 1926 they were on trial and De Luxe Motors was liquidated. This led to two auctions of some 20

Peugeots, of their floor stock and all the cars still in bond. This has one advantage as it gives us the detail of the types and numbers of Peugeots being imported at the time. The cars in bond were four 7 HP coupés with bodies, five Doc four seaters, one four-door sedan and five 7hp chassis.

The NSW agency was given to R. C. Clark who transferred his interest to a major new high-profile company he was a partner in, Consolidated

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1925 MODELS

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Peugeot Coupe
Four Cylinder "Monobloc." Bore 56 mm, Stroke 86 mm, Zenith Carburettor, High-tension Magneto, 3 speeds forward and reverse, Disc Wheels, Balloon Tyres, Electric Lighting and Starting, Spare Wheel. Dash fitted with speedo and clock. Bodywork of Walnut, Cedar and Steel Paint—plenty of leg and seating room—luggage rack at rear. 60 miles gallon guaranteed £275

Peugeot Coupe
Specifications same as Grand Luxe Touring Model, 4 doors, Two adjustable front Seats, comfortable seat for 3 rear upholstered in Bedford Cord. Inside electric light £250

Grand Luxe Touring
4-cylinder "Monobloc." Bore 60 mm, Stroke 105 mm, with detachable heads—Silent chain driven camshaft—Zenith Carburettor, High-tension Magneto, 4 speeds and reverse, Disc Wheels Balloon Tyres with one spare. Bodywork in Mahogany and Cedar fitted with speedometer, clock, dash lamp, complete set of tools. Shock absorbers front and rear £450

Saloon
Specifications same as Grand Luxe Touring Model, 4 doors, Two adjustable front Seats, comfortable seat for 3 rear upholstered in Bedford Cord. Inside electric light £250

Cash or Terms arranged, write for particulars.
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No. 1-Dec., 1926 M.T.A. JOURNAL—SPECIAL SHOW NUMBER 39

PEUGEOT

Features of Continental design and construction inspire popular approval

The Docrein

The Douze

The Cinq

In Australia the name of "Peugeot" is famous for its achievements and winning of European contests. The motoring public have taken to it—wondering, but revelling in its all-round capabilities; and you, too, will admire its personality and charm. The power unit renders smooth and silent service, instantly responsive to the throttle, easy to handle, and economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, lacking nothing in convenience, and is worthy to rank as one of the finest European cars of the year.

STAND 94 AT THE MOTOR SHOW
A Courteous Demonstration awaits you at
CONSOLIDATED MOTORS Ltd.
CHANDLER-PEUGEOT DIVISION:
175-7-9 CASTLEREAGH STREET :: SYDNEY
GOLDBERG PHONES: CITY 2567 and 479

Two short lived Sydney dealers. Courtesy of Paul Playoust.

Motors. This firm was engaged in a large public capital-raising venture and advertised they were the first modern multi-franchise dealer in NSW. They had the agency for FIAT and Chandler and advertised that Peugeot, if properly handled, would sell well.

In late 1926 a contract to sell Peugeot for three years was signed and a new showroom established in William St. Yet exactly a year later new Peugeots were being sold without reserve in a Sydney auction house and Consolidated Motors was gone. The agency moved to Norman L. Agate of Summer Hill. The firm had a Peugeot service station in Ashfield. His advertising was low key and indicated modest imports of different models with an emphasis on sporting vehicles.

£175 COMPLETE
(ABSOLUTELY NO EXTRAS).
THE VALUE WILL ASTOUND YOU. SEE IT TO-DAY.
TRULY A "WONDER" CAR IS THE FAMOUS 7-16 H.P. PEUGEOT. IT OUTCLASSES ALL OTHER LIGHT CARS. AND "WE'RE SELLING THEM." WHY? HERE IS THE REASON.
THE PEUGEOT gives most miles per gallon.
THE PEUGEOT gives over 10,000 Miles per Set of Tyres.
THE PEUGEOT has reserve power for any Hill.
THE PEUGEOT REVELS IN SAND.
DON'T BELIEVE WHAT WE SAY. LET THE "PEUGEOT" PROVE IT.
YOUR PRESENT CAR OR CYCLE CAN BE TAKEN IN ON ANY MODEL OF PEUGEOT.
E DISTRIBUTERS FOR SOUTH AUSTRALIA AND BROKEN HILL.
MILBURN CAR SALES, LTD.,
WITH WHICH IS MERGED THE BUSINESS OF CITY MOTOR AUCTIONS,
KING WILLIAM-STREET
OPP. HOLDEN'S. C. 7550-7551.

The bright spot for Peugeot in this period was Adelaide. In February 1926 the agency for "Peugeot motor cars, lorries and tractors" was transferred from W.L Hill to Olympia Motors, who actively promoted the cars. In May 1927 Milburn Car Sales took the agency for Adelaide and Broken Hill. With active promotion and good service they achieved excellent results over the next year and gave a hint of what could have been achieved in Sydney and Melbourne. Although there is

Yet even in South Australia sales began to decline in 1928 and were few in 1929. This is despite price reductions making the small cars the cheapest in Australia. The market was changing. The family car was replacing the single- or double-seater car as a means of personal transport. Import duties made the larger Peugeots too expensive. They were competing against full-sized American cars. There are few classified advertisements for Peugeots later than 1928. Nonetheless

Peugeots were still being sold and are listed in contemporary used car guides as late as 1931.

When the Great Depression hit Australia in late 1929 it devastated the Australian motor industry. Sales in 1930 collapsed to less than 12,000 cars and stayed at that level until 1933. Sales remained low throughout the 1930s and didn't recover the 1928 peak until 1948. Low turn-over agencies were no longer viable and with the exception of Norman Agate in Sydney the Peugeot dealer network disappeared.

It would seem that the Australian market was important to Peugeot because the factory made a serious effort to re-establish the network. Peugeot itself had economic problems but had released a new car in 1928, the 201, which proved perfect for the times. It was a small 1.1-litre four-seat sedan with four doors, designed as a family car. Its construction was unusually robust for a small car with a welded steel body.

THE TOWN'S TALKING.

miles! miles! miles!
at 3' per hundred



in a 7 h.p.

Peugeot

Five Minutes at the Wheel will convince you that this is the "Wonder Car."

£175 Complete.

SEE IT TO-DAY

MILBURN CAR SALES, LTD.,
KING WILLIAM-STREET. (opp. Holden's). - - C. 7550.

Milburn pushed the small models.

mention of a few large sleeve-valve cars the main sales emphasis was on the 7hp Baby and 12hp and 14hp saloons. Sales of up to nine cars a week were noted during 1927.

Throughout the 1920s the price of cars fell as production became more efficient. By late 1927 the Baby Peugeot was the cheapest car in Australia. It was promoted for its economy and quality, capable of travelling at 55 mph and returning 53 mpg.

In Western Australia Smith Dyke Motors were consistently promoting Peugeot and being rewarded with small but steady sales. They promoted the economy of the car by running a 7hp from Perth to Fremantle and Brookton, a distance of 130 miles, using 2.5 gallons of petrol at a cost of four shillings and eleven pence.

"PEUGEOT"
"A POINT OF HONOR"

The Milburn interpretation of the manufacturer's obligations to the customer.

SERVICE TO A PEUGEOT CAR

Whether it be a 7 h.p. or a 60 h.p. Model, it remains under the eye of our service manager throughout its long life.

Even long after the generous three-month guarantee period has expired, our Staffed Service Stations, open day and night, are at the beck and call of the owner for advice. A full supply of all spare parts, coupled with the special facilities offered by our numerous Service Stations, established throughout South Australia, which will be increased to a total numbering 12 within the next few months.

THINK WHAT THIS WILL MEAN TO A PURCHASER OF A WORLD-FAMOUS PEUGEOT CAR OR TRUCK.

We are the pioneers of the Service Station idea for the motorist in South Australia.

"WE ARE ON THE JOB" while others sleep.

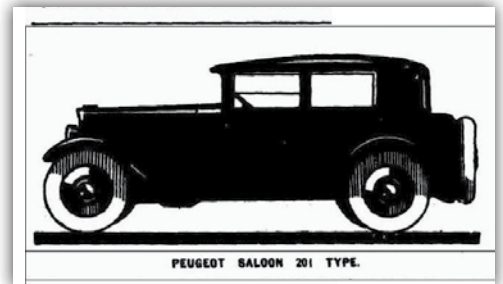
Call in at Milburn Car Sales, Ltd., and talk it over with our sales manager, who will explain how your present car or cycle can be taken in part payment and terms can be arranged to suit your pocket, and the price is only £175, complete.

WHEN YOU ARE A PEUGEOT OWNER

Take advantage of our after-sales service, which operates DAY and NIGHT, and Phone C. 7550, C. 7551, UNLEY 2016, UNLEY 2211.

MILBURN CAR SALES, LTD., and SERVICE STATIONS,
SHOW ROOMS:
KING WILLIAM-STREET, ADELAIDE (OPPOSITE HOLDEN'S).

Milburn promised good service.



The 201 in the Argus, 1930

This was combined with economical operation.

Auguste Menard, the Peugeot factory representative for Australia, took a 201 throughout Australia in an effort to

promote it and find new dealers. He displayed it at the Sydney Motor Show in January 1930. At the same time he advertised for a Sydney dealer for Peugeot bicycles.

The Sydney Morning Herald was intrigued that such a small car had four doors, based on a clever central hinge. It thought the body and upholstery were of exceptional quality and an object lesson to Australian body builders. The aesthetics of the body were impressive and didn't look out of place among the large American cars at the show.

The Little Wonder!
THAT THE PUBLIC HAVE BEEN WAITING FOR

The **"7-H.P. PEUGEOT"**
£175 Complete £175

Outstanding Features of the NEW WONDER CAR

1.—CAPABLE of MAINTAINING a SPEED of 55 MILES PER HOUR. GREAT STAMINA	6.—ACCELERATES from 0 to 25 mile in 15 seconds —whips through traffic like a bullet. EXTREMELY FLEXIBLE
2.—HUGS THE ROAD AT ALL SPEEDS. CORRECT BALANCE	7.—WITH FULL LOAD UP climbs 18 per cent. grade on Top Gear. PLENTY POWER
3.—BRAKES are new Expanding Type, operate easily, and smoothly, and intelligently. POSITIVE SAFETY	8.—TURNS IN A RADIUS OF 15 FEET. EASY CONTROL
4.—GLIDES over ROUGH ROADS like an AERO-PLANE. NEW COMFORT	9.—STEEERS AS EASILY AS A BICYCLE. A REAL PLEASURE
5.—33 MILES AND MORE PER GALLON of petrol, 2,000 miles per gallon of oil. THRIFTY ECONOMY	10.—OCCUPIES only 11 feet for PARKING SPACE.
NO BIG CAR ever rode with more comfort than the 7.16 h.p. Peugeot.	11.—THE LITTLE WONDER EVOKES BOTH ADMIRATION FOR ITSELF and RESPECT FOR ITS OWNER.

There are Extra Advantages

ADJECTIVES cannot represent Performance—30 minutes of the wheel will give you volumes of information. GET BEHIND THE WHEEL OF THE 7.16 H.P. PEUGEOT for a new conception of what a really fine small Car can do.

New Reduced Prices - - -

7.16-h.p. SPORTS	£175 Complete
7.16-h.p. STANDARD	£185 Complete
12.30-h.p. TRANSPORT	£350 Complete
12.30-h.p. DOC	£385 Complete

Your Present Car or Cycle taken as Part Payment — Open Friday Evenings until 9 o'clock

MILBURN CAR SALES LTD.



Menard took the 201 to Melbourne where he displayed it to the press and the trade. The Argus thought its sturdiness and economy would ensure it would sell in Australia. I can find no mention of any dealer taking the agency on. Menard was to drive to Adelaide where he again would try to appoint a new dealer and then sail to Perth. I can find only one reference to a 201 being sold in this period. In early 1931 Norman Agate had a used "latest Parisien style" Peugeot for sale for £275. This price would indicate a new 201 price of over £300 that would have put it against six-cylinder American sedans. A late model Peugeot was also for sale in Melbourne in 1934, again possibly a 201.

No doubt Menard reported to France that the car would not sell at that price. The only way it could compete would be by local assembly. The Peugeot response was to send a representative to Australia to examine the possibility of setting up an assembly plant in Sydney. In July a Peugeot export manager, H. L.A. Gillares, arrived with his family. He declared that despite the depression Peugeot were increasing



MR. L. A. GILLARES who will represent the Peugeot car company in Australia.

Peugeot export manager H. Gillares.

£195 £195 £195
 NO EXTRAS TO PAY FOR.
WONDERFUL VALUE,
£195 The 7hp Peugeot £195
 STANDARD OR SPORTS MODEL,
£195 FULLY EQUIPPED £195
 AND
£195 READY FOR THE ROAD. £195
£195 A DEMONSTRATION WILL CON- £195
£195 VINCE YOU THAT THIS IS THE £195
£195 GREATEST VALUE EVER OF- £195
£195 FERED. £195
£195 WE CAN GIVE IMMEDIATE £195
£195 DELIVERY OF ALL MODELS. £195
 EASY TERMS ARRANGED.
MILBURN'S CITY MOTOR AUCTIONS,
 KING WILLIAM-STREET, OPP. HOLDEN'S. C. 7550.

production and were interested in increasing sales in Australia, New Zealand and the Far East. He would be based in Sydney for 12 months and would look at establishing assembly facilities in that city.

We do not have a copy of his report but we can presume he reported on a car market that had been flattened and showed no signs of revival. This is a great pity. Australia missed out on some of the most interesting cars available in the pre-war period.

The last Peugeots imported officially seem to have been a very small number of 201s in 1930 and 1931. At the start of 1932 Norman Agate was advertising that he was the Peugeot agent and offered a full range of parts. There was no mention of new cars for sale. By mid 1932 he was no longer advertising he was a Peugeot agent and was seeking to buy Peugeots for wrecking. Bradleys on Parramatta Rd were also advertising Peugeot parts.

It seems that the Peugeot agency for cars in Australia was abandoned in 1932 but it is likely a firm would have retained the parts agency. The cars were not marketed again until 1947. This is not to say Peugeots did not come to Australia in the 1930s but they were private imports and tiny in number. An example was the 1934 model 201 that was on sale in Sydney at the end of 1945. At some point in the early 1930s Peugeot left many export markets to concentrate on the French market, a tactic that proved very successful. It is possible they stopped making right-hand-drive cars, but in 1938 the 202 and 402 were both made in right-hand drive and exported to South Africa.

In 1939 Peugeots still appeared frequently in used car advertisements but the prices of the small cars were low. They were still being advertised in 1945 but there were obviously fewer about. The lack of spare parts during the war and the difficulty of obtaining tyres in metric sizes took its toll. In April 1940 a shipment of Peugeot motorbikes arrived in Melbourne for the new Peugeot motor bike dealer. That agency was to end within weeks with the fall of France.

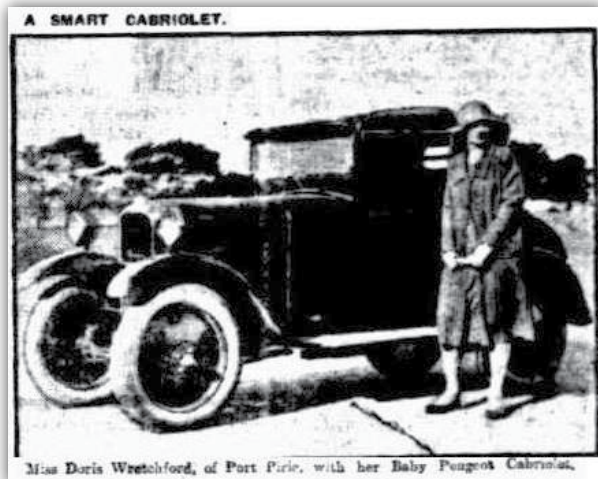
During the war Australian forces in the Middle East came into contact with Peugeots. In Syria in 1941 an Australian war correspondent reported on a battlefield scene where "abandoned Peugeot cars... were left strewn haphazardly across the field". In Tunisia in 1943 an RAAF fighter squadron held a car race in which a long-tailed racing Peugeot was beaten by a Citroën.

£175 COMPLETE £175
 (NOT A PENNY FOR EXTRAS)
THE 7 H.P. PEUGEOT
 REPRESENTS THE WORLD'S GREATEST MOTOR CAR VALUE.
 ADVANCED MODELS NOW ON VIEW.
 HERE ARE THE SELLING FEATURES:—
 MAGNIFICENT BODY, very roomy, with Black hood and side curtains.
 5 Wheels
 5 Tyres, Michelin
 5 Tubes, Michelin
 Full Kit Tools
 Clock
 Speedometer
 Nickel Finish
 Beautiful Inlaid Dashboard
EASY TERMS OF PURCHASE ARRANGED.
MILBURN CAR SALES LTD.,
 KING WILLIAM-STREET, OPP. HOLDEN'S. C. 7550.
 M.E.83

Peugeot was to come back to Australia in late 1947, when the new factory representative for Australia arrived with a small shipment of 202s. This was to begin a grand period in the history of the marque in Australia.

SHIPMENTS ARRIVED
PEUGEOTS
 LATEST PRODUCTIONS
The Famous 13 h.p. Doctrien
 WITH EVERY MODERN DEVICE
The Baby Cabriolets
 WILL BE ON VIEW FRIDAY
 OPEN FRIDAY NIGHT
OLYMPIA MOTORS LTD.
 WAYMOUTH STREET, ADELAIDE

Olympia were Adelaide agents.



Adelaide Peugeot owner in 1926.

2014 Pug Pageant



Nearby Lake Wyaralong

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

Kay Marken

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

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

A few facts about the accommodation at The Outlook

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

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

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

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

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

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

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

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

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

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

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

So what do you do now?

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

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

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

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

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

For more info and forms, see:

www.peugeotclub.asn.au/pageant.html

Pugs in Thailand

Jon Marsh

My wife and I were in Bangkok in November for a couple of weeks and took the opportunity to visit the Peugeot dealership, Yontrakit Automobiles, in Sukumvit Road.

Peugeot has been in the doldrums in Thailand for many years and only in the last couple of years has started to pick up pace.

We visited the dealership back in 1996 (at

a different location) and were delighted to find a 203 on display which was fitted with a host of Robri aftermarket goodies, resulting in some nice photos in The Pugilist and a Torque front cover.

At that time the marque had a good spread of dealers around the country. There were business problems after the death of the head of the Yontrakit family (which owned the dealer network) and Peugeot faded from the scene.

Four years ago the son of the family re-established their presence in co-operation with Peugeot France.



Thai sales executive Chatchai Kittanadet with Jon Marsh

Models currently on display are the Bipper Metro, 408, 508 and Expert Van. Duty on imported cars is pretty savage in Thailand and I have shown approximate AUD prices.

We thought the Bipper was a great little car – basically a

Berlingo/Partner with three seats in the back, roof racks and some extra trim, providing a nippy 5 seater with the option of folding the back seats flat to give heaps of load space.

The engine is a 1.4 litre HDi turbo with a 5 speed auto box (\$37,000).

The Malaysian-built 408 was an interesting car – plenty of space and a huge boot. Looking around the cabin it soon becomes obvious that money has been saved in the level and quality of trim. It's nice, but nowhere near 508 quality.

Engines offered are the 1.6 petrol turbo with 6 speed auto (\$44,000) and the 2 litre petrol with 4 speed auto (\$39,000). The salesman told us that 408s are widely used in Singapore as taxis.

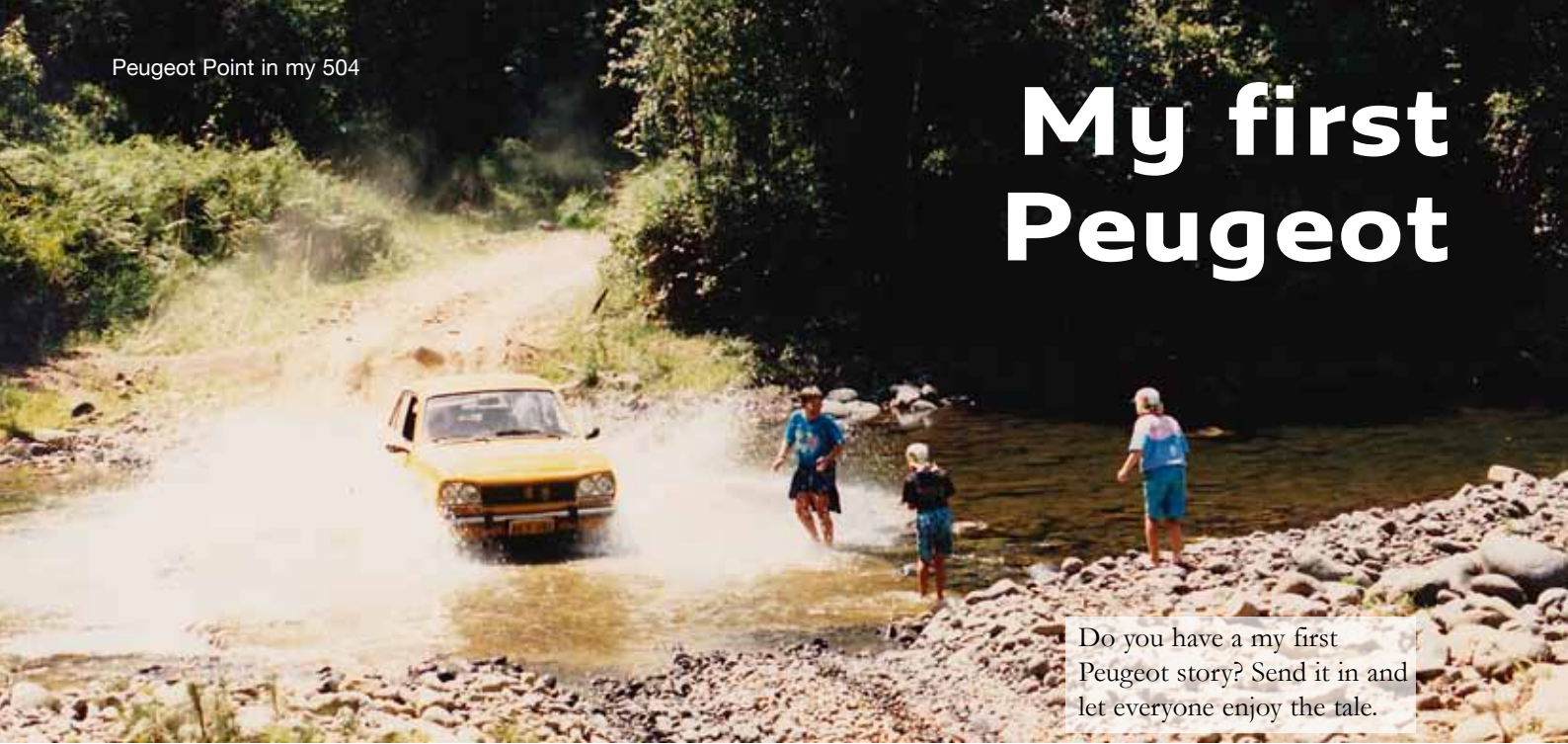
The 508 offered is a 2 litre HDi turbo with 6 speed auto (\$86,000).

The Expert Van comes in two versions, both with the 2 litre HDi turbo and 6 speed auto box. One is your basic commercial van (\$60,000) and the other is a 7 seat people mover with cruise control and other goodies (\$66,000).

The dealership is unusual in having the service department on the top floor! A giant lift takes cars upstairs to have their maintenance done.

I was hoping to score some merchandise, but the day before our visit it had all been taken to their stand at the upcoming Motor Show!

My first Peugeot



Do you have a my first Peugeot story? Send it in and let everyone enjoy the tale.

Ross Berghofer

DRIVING IN THE Snowy Mountains down a steep hill, I applied the brakes and there was no response. My car did not slow down because the front wishbone had a major crack in it. The car fishtailed on bends on gravel roads.

And there were other issues too. This lion-badged car did not live up to its reputation.

So, what happens when you compare two lions? Well, there can be a huge change of opinion. This is the story of my first Peugeot, but also of other Peugeots that I have had the acquaintance of.

My story begins in 1972 with a lion-badged other make. It was my second car — not a new car but a six cylinder model named after a western Sydney suburb.

It took me and my friends on some wonderful trips to places in eastern Australia, from Wilson's Promontory in the south to Hervey Bay in the north.

It was a good car — until it encountered some difficulties, like travelling in the Snowy Mountains going uphill and downhill when the brakes overheated. Result — applying the brakes resulted in no braking at all.

There were a few other niggly things: the reversing light did not work correctly; water leaked in the driver's side door; the boot lid was damaged after I parked too close to the Mid-Western Highway and the wind from a passing truck damaged the boot hinges so that the boot did not close correctly.

But the final issue was the front cross member with a crack in it. So, for me, it was time for another car.

But what car to purchase? You probably have guessed a Trak Yellow 1974 Peugeot 504 GL.

Do you remember the Holden Torana Gpak, 1973 Mazda, VW Kombi or Holden Sandman. Yes, I looked at all of them, but did not buy.

So why did I purchase a Pug? Well, let me digress. I have had at least seven Pugs in my driving life. Many people buy another car each few years, but my 504 lasted 22 years before it was time for another one.

Pug number two that I became aware of was a 403. I was living at Dural at the time, on acreage,

and needing an unregistered bush basher. A 403 was offered for sale at Thornleigh: I visited it, noted its precise steering, but did not buy. It was not registered so the thought of getting it home was too much for me.

Next came another 504 in white, for family use.

At an Easter pageant at Beechworth I was lucky enough to drive a fellow club member's 405 Mi16: what a lovely car designed for pure driving pleasure. It drives with the feedback "drive me harder, I don't mind".

In 2000 in the UK a 406 diesel leased through DriveAway Holidays was a delight and a step forward of 20 years in automotive engineering from the 504. I drove that car with Sandra navigating with maps (no GPS then) from Heathrow Airport's collection point through southern UK, across the Channel to Cherbourg, through France, including the L'Aventure Peugeot museum and returned to Rome airport.

Next in 2001 came a 406 ST, and in 2010 came a 505 wagon.

I had always enjoyed the shape and engineering of the 505. I had driven a 505 previously: a diesel at Cowra and a wagon at an Easter pageant at Canberra and I was hooked. Many a person had told me of the niceties of the car and finally I had one of my own.

Next into the family came a 206 and finally a 308. How many Pugs is that? I don't know, I have lost count.

But getting back to 504 in 1974. Why buy one? Well it all gets back to West Wyalong.

When I decided to part with HK, a good friend of mine suggested Peugeot. His father had sold 403s there. They were a good long distance tourer, he told me. But in 1974, at \$5,600, expensive compared with a Ford or Holden. The Ti version was another \$1,000.

But what a difference a test drive makes. Baker Gadd was a Renault and Peugeot dealer at West Ryde. A drive in a 504 along the rough back roads of the suburb was enough to convince me that Pug is what I wanted for my type of driving. The car was so much more advanced than the Aussie makes. Not necessarily fast off at the traffic lights, but a fantastic touring car with precise steering and comfortable seats.

Pug was assembled in Australia using lots of

Aussie parts. My nationalism was satisfied.

My friends said why buy a Pug? My father said if there was another war parts would be impossible to get. But once Pug was mine, everyone said what a nice car it was.

What really impressed me was that this 2 litre car was faster through Galston Gorge than the 6 cylinder car. Clearly the Pug's dynamics were much stronger than the other.

Its first major trip was down the south coast and into the ranges through Buchan and Bombala.

The following years saw lots of long distance travel — as far west as Port Augusta and the Flinders Rangers in South Australia, south to Phillip Island and north to Airlie Beach and use as the family runabout and Easter Pageants.

It was a member of the contingent to Peugeot Point in the mid 1980s.

But there was always one problem with it — the car leaked dust into boot and cabin on gravel roads. I finally solved that issue with a blanket across the boot seal to tighten the seal.

504 finally gave up to rust and had to be sold to make way for 406, giving me a progression of some 26 years of motor vehicle technology. And one might ask: which is the best of them all?

As well as the cars I have mentioned, I have driven also 203, 403, 404, Mi16 and 405 auto.

Well I reckon all the Pugs are nice to drive when used for their purpose. Each represents the best of the engineering of their time. Each has safety features that represent the best of their time. It is a tough call.

For strength and historic purposes 504 (I have owned two of them) is perfect. For Puger Bugger trips 505 is perfect. For driving in the suburbs 206 is perfect. For long distance touring 406 (of which I have owned two) is perfect with its ample boot space for luggage, drinks and fold-up tables and chairs.

For weekends away and trips 308 is perfect. It is my each way bet on all of them.

And the even better spin-off with Pugs is the Peugeot Car Club of New South Wales. Offering camaraderie, friendship and good will with all things Pug.

Vive le (or is it la) Peugeot Car Club of NSW Inc. and the Peugeot marque, the world's oldest continuous vehicle manufacturer.



This restored 404 caught Steve Palocz's eye





Pictures: Steve Palocz

Victorian French Car Festival

Peugeot 302 — featuring dual zone climate control

Steve Palocz

IN LATE OCTOBER I decided to see the French Car Festival at the Williamstown docklands area of Melbourne. I planned to stay overnight at Albury on the Friday night so I left Sydney around 1.30pm for the easy drive to my Albury motel.

The car festival was advertised in the Pugilist

for Sunday 20th October so I put the magazine in my blue 404 wagon that is on club plates and had a packed bag of clothes for the weekend.

On the way to the car festival I planned to visit Bill Hamilton at his Dandenong workshop on the Saturday afternoon and talk about PRV V6 motors, from the 2.7l to the 3.0l versions. Bill is very knowledgeable on all things with these V6 motors.

It was really nice to see a workshop filled with

just rear wheel drive Peugeots. It seemed that I was back in a workshop of 30 years ago. Bill's 3.0l V6 404 would be a real wolf in 404 clothing that would surprise any modern driver.

I had booked a motel a few kilometres from Williamstown so on Sunday morning I was at the car festival before 9am. There were over 200 French cars at the festival with many that we do not see in Sydney. For example there was a very nice 203 decouvrable. Also there were Delage, Delahayes and a Salmson.

The main French manufacturers on display were Peugeot, Renault, Citroën and Simca. There was a really practical late '50s Citroën van with corrugated sides and a Traction convertible.

The Peugeots of interest were Rob Cherry's very nice 504 3.0l V6. Rob has owned this 504 for over twenty years but the car still looks in excellent condition.

There was a restored 205 GTi and by the same owner a restored LHD 1970 404.

This 404 was purchased new by the owner's mother and now looked brand new, as if it had just left the factory.

It was restored with total originality in mind. It was quite amazing to look at in that there were no modern i.e. post 1970 parts or fittings in it.

This car, being one of the last 404s made, had similar trim as the 504. Even underneath the car it was as new with



Robert Cherry and Bill Hamilton at the Festival.

fresh paint and plating on all the suspension and body fittings. I found myself paying more attention to the detail under the car than on top! There were mirrors to show the amount of work done under the car.

Around 1.30pm after nearly five hours I decided to leave for Albury and after a good run arrived at around 5.30pm. I had originally planned to stay overnight there but finding that I was there earlier than I expected I decided to continue onto Sydney and arrived home six and a half hours later.

Having fitted a nice CD player earlier this year helped with the drive back to Sydney. Just over 2,000km for a weekend to Melbourne and back. The 404 wagon just ate up the kilometres.

The Melbourne French Car Festival was really interesting and I hope to visit it again next year in my 404 wagon.

I would recommend a weekend away when the French car festival is on. If you don't leave your departure too late on the Sunday you can find yourself getting home ten or eleven hours later.

My return trip included three stops for food and fuel and that was in a forty year old 404 wagon.



A Delage



Citroën 2CV Fourgonnette



Citroën Traction Decouverable



Smart looking Salomonson

Top car at the Oscar party

Peter Wilson

DAILY MAIL columnist Baz Bamigboye reckoned his Peugeot was an even cooler ride to the 2013 Vanity Fair Oscar Party than John Travolta's 1960 Rolls Royce Phantom.

He conceded that the Roller was a "very nice ride" for Qantas's Captain John and his wife Kelly Preston to the Sunset Tower Hotel on Sunset Boulevard.

The security guards, cops and Vanity Fair staff told him the Peugeot was "the car of the night". The Roller was, well, commonplace.

Baz made his way in movie royalty style in a 1938 Peugeot 403 Eclipse with red upholstery. He carried a gold-dusted chocolate Oscar and sported white gold and diamond cuff links from the David Thomas collection.

Alex Manos, owner of the Beverly Hills Car Club, which has garages stocked with classic cars, ferried him along Sunset Boulevard to the VF bash.

It was very appropriate that Peugeot was represented on that Oscar night because of the marque's role in *Argo*, the movie cleaned up best picture, best director and several other academy awards that night.

The film retells with great suspense the true story of the CIA-organised escape from revolutionary Iran in 1979 of six US embassy staff who posed as a crew for a fake film.

Producer/director Ben Affleck, who plays the

CIA agent, catches a burnt orange Peugeot 504 taxi to get from Teheran airport to the Canadian embassy where the six were in hiding.

In the first glimpse of the taxi, the 504 lights seem smaller than French ones, but as the Pug progresses through period traffic, at one stage followed by a 404 wagon, it is obviously a late model with lift-up door handles and

assembled one.

Having the 504 in the film adds to its authenticity as they were available in Iran and possibly assembled in Cairo, the most famous being the presidential 1977 504 that sold for \$2 million at auction recently. The film car was a late model with lift-up door handles

Most of the Iranian sequences were filmed in Istanbul and the car wranglers rounded up an impressive line-up of models, including Turkish Anadol, Tofas Murats (Turkish-built Fiats), a

German Ford Taunus 17M, and a Warszawa from Poland.

The film notes said Paykans were available for the film – the Iranian Hillman Hunters built with kits from Peugeot's

Ryton factory and 504 drive trains and suspensions – but a court order prevented their use.

The airport scenes were filmed in California and sturdy old AMC Matador police cars give chase to a Swissair 747 as it takes off.

- The BBC lets the side down a bit in a new thriller set in Belfast, *The Fall*. X-Files star Gillian Anderson plays a detective hunting a serial killer who drives around in a Regency red Peugeot 405. It sounds like a diesel, but after the killer later sets it on fire the fuel tank explodes. Perhaps it was a petrol-fuelled body double.

- A stylish touch in an episode of the recent ABC television comedy series *It's a Date* was a family driving around in a Peugeot 206.

False alarm: Is it a 504? Not with that rear window.



Eclipsed the Roller: Baz gets to the party in style.



Teheran taxi: The familiar tail clinches identification.

C pillar vents.

Before their escape, the seven Americans have to meet an Iranian cultural official at the Grand Bazaar as a test of their cover story and they



travel in a 1970s VW Kombi – there's not enough room for that many in a 504. What seems like the rear of a 504 is glimpsed but a production still shows it is a Renault 12 – actually a Turkish

new thriller set in Belfast, *The Fall*. X-Files star Gillian Anderson plays a detective hunting a serial killer who drives around in a Regency red Peugeot 405. It sounds like a diesel, but after



Grahame Foster

THE PEUGEOT CLUB of NSW was invited to join the car display on day three of the annual Myall River Festival at Tea Gardens on October 27.

The Cosiers and Berghofers arrived a day early to make a real weekend of the festival and reported that they have never seen so many people along Marine Parade at the markets, along with dancing displays and other activities.

Sunday was a little more subdued, although the weather was warm and sunny with a cool breeze coming off the river.

We arrived at the same time as the Mini Car Club from Newcastle, and took up our position.

I can report we had a commanding display and this time far outnumbered any other participating club — with the Berghofers in their 505 wagon, the Cosiers in their 406 wagon, our 306 Cabriolet, the Parks in a 504 Cabriolet and John Hunt in a 404.

Unfortunately, from what we heard, the organisers were having a disagreement with the Hawkes Nest Car Club who boycotted the show, leaving very few cars on display this year.

However the day was perfect; the ladies enjoyed shopping at the markets and strolling along the riverside. We lunched and chatted in the shade by the river and had many appreciative comments from the public on our Peugeots.

John Hunt was awarded the prize for best car of the day with his Alpine White 1970 Peugeot 404.

We finished with afternoon tea at a delightful café.

All in all, a most enjoyable social occasion.

Pictures: Grahame Foster

Myall River Festival



Lots of Pugs: The Club had the most cars on display and John Hunt's 1970 494 was awarded best car on the day.



14 Pugs run for Brighton

Peter Wilson

FOURTEEN PEUGEOTS were among the more than 500 veteran cars taking part in this year's 87km London to Brighton Run and all but one from Germany were UK-owned.

The Pug line-up changed from last year and this time only three Peugeot's were 19th century builds.

Colin Clarke's 1898 Type 15 double phaeton has the first type of engine built by Peugeot, a horizontal two-cylinder engine with 6 hp allied to a four-speed gearbox and twin-chain drive. This example still runs on its original hot tube ignition and, as in all earliest Peugeot's, the chassis tubes form part of the cooling system. The car has a top speed of 25 mph.

Between 1897 and 1900 Peugeot built 182 Type 15s. One was sold to Charles Rolls of Rolls-Royce fame.

Once again French makes dominated the event which dates back to the Emancipation Run of 1896. That is appropriate as France led in auto manufacture until the early 20th century.



1898 Peugeot Type 15



1901 Panhard et Levassor

International Peugeot Meeting for 2014

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

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

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

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

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



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Admire and pay the right fare



Peter Wilson

TIME SEEMS TO stand still in Egypt as far as Peugeots are concerned.

When John Carswell visited Cairo and Alexandria this year he was pleased to see the number of 504s still operating strongly. It's a few Pugs since he has owned one.

Well, they were mostly operating strongly.

John snapped a rare picture of a 504 breakdown. The car was no doubt taken to a workshop for a quick repair or, if something was really bad, an Aussie transplant.

The taxi licences are issued for individual vehicles so there is a great incentive to keep the old timers running.

John wondered if any Pugs had parts from his old faithful 1979 model that was sold to an Egyptian in Sydney a few years ago, sawn up and sent off with others in a container.

According to a web travel guide, taxis waiting



outside five star hotels charge double the usual fare.

The oldest taxis are the cheapest, but it is

better to agree on a price before getting in or the driver will be haggling about it all the way. And the black and white 504s try to charge a premium.

Last car from Paris

Hundreds of Peugeot group workmen watched as a gun metal gray Citroën C3 rolled off the assembly line at its factory in Aulnay-sous-Bois on October 29, signalling the loss of 3,000 jobs.

They posed for pictures with the supermini, the last of 8,568,391 Peugeots and Citroëns produced in the past 40 years at the modern plant on the outskirts of Paris.

Faced with a shrinking domestic market and burning through cash, Peugeot shut Aulnay as part of a restructuring plan to reduce overcapacity and save \$2.17 billion by next year.

It's a blow to the suburb, which has high unemployment, but Peugeot said 2,700 workers were being redeployed. However, spare parts will be produced until next year at the plant that is also the repository for the Citroën archives and collection.

PSA Peugeot Citroën has five other plants in France, and Aulnay's importance had declined

amid ebbing profitability for the cars it produced. Of 2.9 million vehicles that Peugeot made last year, only 120,000 came from Aulnay.

Factories in Europe, including Russia, can make almost 26 million cars a year, roughly 7 million more than they're currently producing -- and customers will buy -- researcher IHS estimates.

Matching capacity with demand would entail closing 18 European plants the size of Aulnay to get efficiency to 80 per cent of capacity, but unions and politicians are a formidable barrier. Fiat shut a plant in Sicily in 2011 and still has

its workers on its payroll. Ford and General Motors and Fiat also want to close plants.

Peugeots from Aulnay		
1977-82	104	119,745
1990	205	21,140
1992-97	106	
98-2003	106	516,713



No work left at Aulnay



This little orange 205 Si has joined the ever-growing mass of Peugeots residing at our abode.

Why not buy a 205? Part 1

Richard Marken

THAT'S WHAT KAY said to me on our way home from the Easter pageant in Victoria, it would be heaps easier in motorkhanas.

And as luck or misfortune would have it, one came up for sale in our e-mails whilst en route to Queensland.

A quick trip back down the coast, a test drive and a little orange 205 joined the ever growing mass of Peugeots presiding at our abode.

As with any car I acquire, there were things

cushion.

Quite a bit of plastic trim was far from perfect and I saw an ad in the Pugilist for another 205 Si at Lismore.

This car had new shocks front and rear and the interior looked a lot better than mine. \$500 and a day run to Lismore in the Ute with a hired car trailer seemed a bargain.

that had to change, rear drum brakes would have to go, a new timing belt, a new headlight and the seats could do with a rear trim and a bit of foam

The empty trailer rattled and banged its way to Lismore, at least on the way home with a load, albeit a small one, it was a lot quieter. The only real issue we had was that the trailer plug extension cord was wired incorrectly and as soon as I switched on the Ute's lights the right-hand taillight fuse blew, so I only had one taillight on the trip to deliver the trailer back to the service station.

This donor 205 has so far provided lots of



A spare parts 205 was also purchased and towed home with the 605 ute.

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useful bits but the good-looking interior plastic bits fell to pieces as I dismantled them.

My first thoughts on the subject of rear disc brakes was the 205 GTi, unfortunately only the last of the series had rear discs and even overseas they are not thick on the ground.

After checking my parts listings I discovered a lot of commonality between 205, 206 and 306.

A change of focus here, there are a lot of 206s in wrecking yards in Australia, and all the twin cam petrol models had rear discs.

Now me being who I am, reasoned that if I was using 206 rear discs and calipers I may as well upgrade to front brakes as well and use the 206 larger ventilated discs and calipers, made sense to me.

A quick call to a recommended parts recycler and for a few dollars I had all the bits I needed for the conversion along with new disk rotors.

With a split driveshaft boot on one side and a fair rattle from the outer CV joint, a new pair of driveshafts were ordered, only \$165 each and

readily available.

Of course suspension bushes and ball joints would also need replacing, the A/C compressor was cactus as were the associated hoses and drier, so all of that was ordered along with the condenser.

Since the cabin heater element had been bypassed I surmised that the core was probably leaking, and whilst getting the radiator recored the radiator shop sourced a new heating core for the 205.

The left-hand front mudguard has a bit of rust in it and I have removed it. The donor car has good mudguards and I have already removed them and, along with the rear hatch and possibly the bonnet, I will get them painted to match the orange before refitting them.

A big job on this small car will be trying to tidy up the myriad of hoses and wires that snaked their way all over and around the engine bay.

The new solid-state battery will move to the boot, and a new custom-built radiator header tank will use up some of the old battery space, could also be a new induction system and air cleaner.



A new front engine cover has arrived from England and that will be the start-up job this morning, later today I will pick up the recovered roof lining, removing this has added to the pile of self tapping screws and also the broken plastic trim bits pile, but at least I have a spare car and the latest "I'll need to replace that" items are in

All was going well with the front strut assembly until one of the three studs that hold the strut into the strut tower sheared off, bugger, don't you just hate it when all you have to do is tighten one bolt to finish a job and it breaks or strips.

My first thought was to extract a stud out of one of the spare struts, but as is usual in these cases, it seems that the stud is welded, not so easy to remove; plan B.

With the front end all but finished apart from a wheel alignment I bled the new front brakes, quite easy on the hoist. Luckily for me the 14 inch pepperpot wheels still fit over the bigger ventilated front brakes, I may fit 15 inch wheels later.

Did I say the 14 inch pepperpot wheels still fitted over the ventilated front brakes? Another mistake!

With the new pads in the callipers, the wheels just touch, I will need the 15" wheels sooner rather than later, in the meantime a couple of spacers will do the job so I can move the car around.

— from Peugeotmania.



Donor car is providing lots of spares

Of course all this working on another of Mr Peugeot's finest has led me to learn new skills and acquaint myself with the inner demons that reside in the hearts of small car designers.

Surely Mr Peugeot had purchased the entire world supply of number 6 x 20 mm button head PK screws, why else would you use hundreds of them to hold the dashboard and console together?

I kid you not, just when you think you have removed them all, there are not just one but several that have been inserted from the reverse side of any plastic piece in the dashboard assembly.

It may not have rattled when new, but it will have surely rattled a few minds of unsuspecting mechanics and owners as the pile of removed screws got higher and their patience grew thinner.

I have replaced the cam belt and as is recommended I also fitted new cam and crank seals, the water pump and the cam belt tensioner. The plastic covers that cover the cam belt are a little worse for wear and today I have checked out and removed the cam covers on the donor car, I also intend to liberate the front struts at the same time.

Oh! The cam cover is different, so I will order a new one from England.

Dismantling of the donor car has continued and the front seats have gone up to the trimmers for a recover and re-bolster to the sagged foam bases, a lot of work here.

reasonable condition in the spares car.

I have some body welding to repair on one of the front tow points to complete before I refit the right-hand strut and brake assembly, I have been waiting for the aforementioned cam belt cover so all this right-hand side can be assembled in order, much easier to get things and less skinned knuckles.

A bit of panel beating and a spot of welding and the tow point bracket is now back where it is supposed to be, and the new cam cover fitted easily.



Richard is looking into the idea of converting the rear brakes to disc by using 206 parts.

Tow man Don to spill beans

40 years ago

1973 Much joy about a review of the Peugeot 504 in the National Times that states: "Peugeots have an enviable reputation for durability and long life. Once a driver goes Peugeot, it is very difficult to shift him into another car."

Club subs are up to a whopping \$3.50 with an



Show and tell: Charlie Cutajar brings a Jaegar electric clutch from a 403 to the 2003 Worm Weekend.

extra \$1 payable to CAMS, but the consolation is that more dealers and others are giving discounts to members.

35 years ago

1978 Members are invited to take part in a tyre survey to help determine which is best to improve their handling and roadholding.

Chrissie do will be at David and Jenny Toyer's home in Campbelltown.

Richard Churm offers to sell a swag of hot-up parts for a 403, including a 36DCD Weber, extractors and Momo 315mm wheel.



First sight: Caravan park patriarch Bruce East saw a smart brown Peugeot 203 in this Harden and Johnson showroom in Flinders Street, shown here with a 403 outside in 1967, and began a long family love affair with Pugs.

30 years ago

1983 Joanne Mitchell postcards that she's enjoying both a stay in a chateau in Beaujolais and the local red.

Graeme Cosier plans another tour of the DMR traffic control centre.

Earle Turner wants \$5,650 for his 1975 Peugeot 504 LTI with a done-up motor.

25 years ago

1988 Peter Flash Flanagan beats all for the highest annual mileage in his 203, Chris Deligny notes in his report on the Bundanoon worm gathering. But, sigh, some of the 23 cars lined up have mongrel engines or gearboxes.

Only way to tow: Bob Blaydon enjoyed towing his race car from Newcastle to Queensland in his 2004 407 in 2008. It was faster, more economical and more comfortable than his mate's V8 Landcruiser, also taking a car.



Nine families join in the club's camping weekend at Colo and others drop in on the Sunday.

Bob Lions, owner of BBL604 and BBL404, renews his sub with a cheque ending in the digits 604.

20 years ago

1993 Star of the Sydney International Motor Show is a shiny red Peugeot 306. Editor Chris Deligny beams with delight when snapped at its wheel. Also shown are two 205s, several 405s and the new model targeting the rural market, the 405 turbo diesel.

A dozen club members don hard hats and tour the Glebe Island Bridge site with its tall twin towers.

Garrie Bain offers for sale for \$25,000 Car 45 from the Bathurst 1992 race, the 1992 Peugeot 405 Mi16 driven by Peter Brock, plus spares.

15 years ago

1998 Long-time Victorian motor sport enthusiast Graham Wallis suggests a Peugeot tour of Australia in 2003 to mark what will be the 50th anniversary then of Ken Tubman's and John Marshall's great win in the 1953 Redex Trial.

Adrian Demaarg brings home a bit of bacon after his 1949 Puggy 203 has a roadside role in the movie Babe: A Pug in the City.

Those club sporting stalwarts, David Haworth and Robert Rigg, are equal first after the latest group seven motor k h a n a round with 300.5 each. One in a Peugeot.

A Peugeot Speedfight 100-cc commuter scooter is sighted at ex-Pymble Pug

Bravo from France: Peugeot chairman and family patriarch Thierry Peugeot hails "la resurrection du Redex" by the Victorian club, describing it as "the mythical event highlighting the performance and sturdiness of Peugeot vehicles". As head of l'Aventure Peugeot, to which all clubs belong, he was delighted with the size, scale and success of the Redex rerun.

Berowra hailstorm: Graeme and Anne Cosier's house was trashed but their 505 wagon survived their carport caving in.



dealer Graeme Furness's Sussex Street car tradery. It will cost "five-two" next year, as the guys say.

Geoff Webber and editor Peter Wilson whizz along to the Worm Weekend at Batemans Bay in a press fleet Peugeot 306 GTI-6.

10 years ago

2003 Don Bailey, who hauled stranded vehicles to the next stop when they were in trouble during the Redex Rerun, promised to spill the beans at the Christmas dinner on who was silly and how their problems were overcome.

Cal Makin recalled how his Peugeot 203 with rego POOGOT nearly earned its name when a road train pulled up next to it with a load of Brahman cattle. He closed the sunroof in time, but there was a splash on the side of the car.

Chris and Val Hall went to Dubbo to get a Peugeot cap, but found only Redex ones were available. They left instead with a new white Peugeot 607 with black leather.

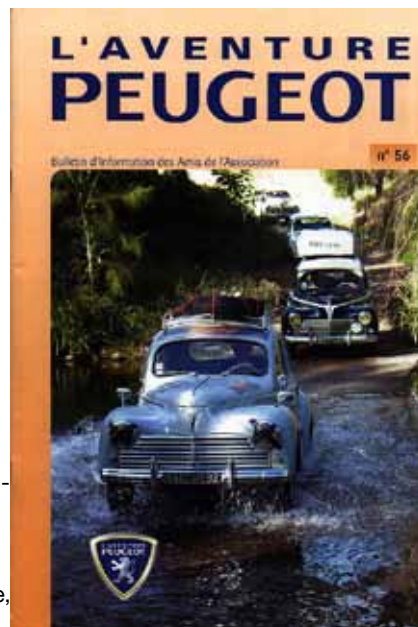
Dealers are taking orders for the Peugeot 307 CC after its debut at the Sydney Motor Show even though the car would not be available until after the new year. The Pug 206 CC is Australia's second most popular convertible.

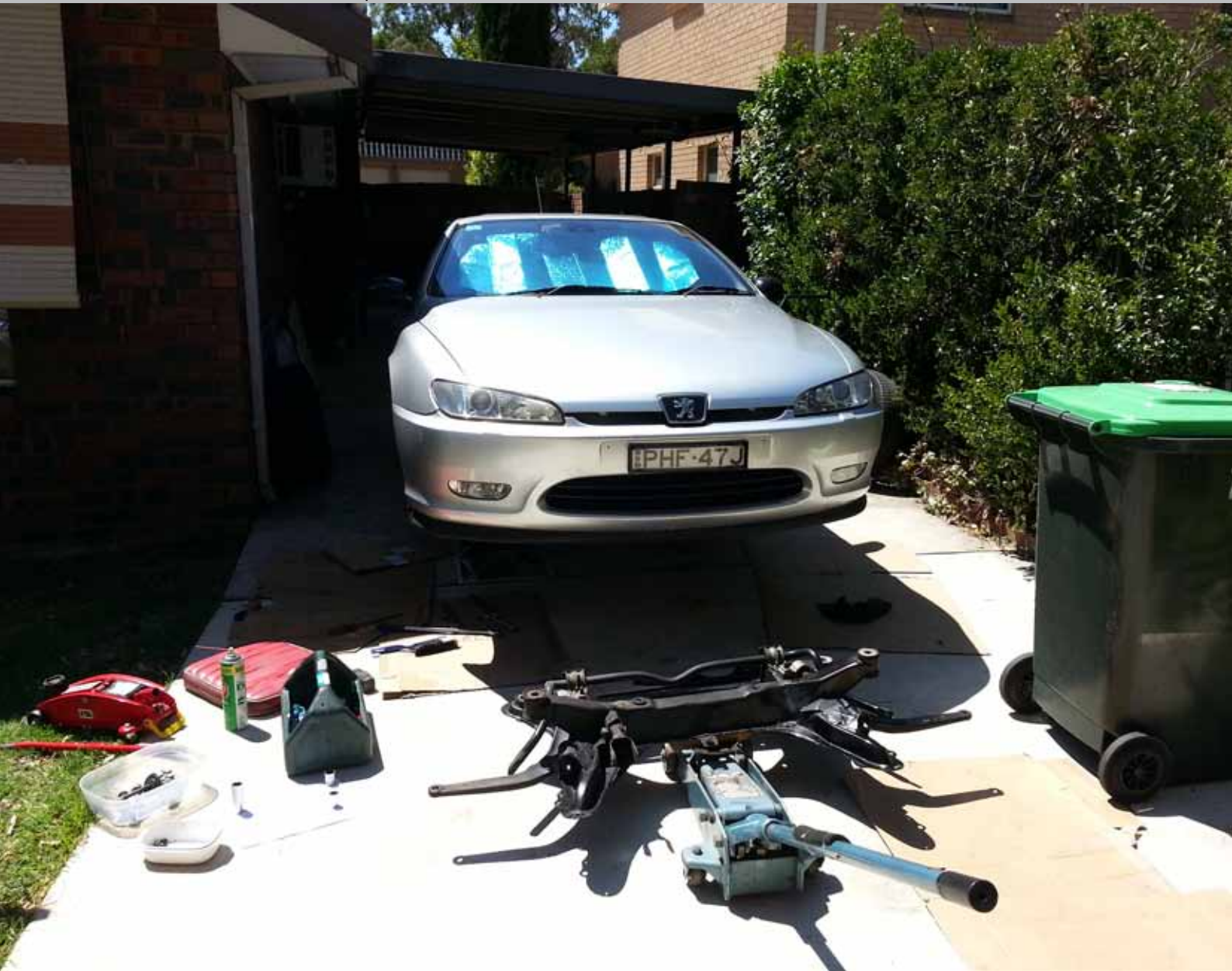
Five years ago

2008 Alastair Inglis, who needed an engine swap on the 2003 Redex rerun, does another swap when his 203 borrowed from Chris Hall broke down returning from Hank Verwoert's Three Tracks outback event.

Cars taking part in the inaugural 505 Tough Challenge mastered with ease the winding route of dirt after the Bridge to Bridge water ski race disorganised the start.

Don Pearson's 204 sedan is filmed at Bondi with some 2CVs for the trailer of a French movie, Breathless.





406 power steering hoses

Steve Palocz

PLANNED OBSOLESCENCE has been applied to 406 power steering hoses. My 406 has had two fail over ten years and now my son's D9 406 coupe power steering hose has sprung a leak.

Strangely, the power steering hose on my 604 is still there after 36 years! It's probably now due for replacement.

From my experience with these hoses they leak on the rubber to metal union near the sub frame behind the engine sump.

When my first power steering hose failed ten years ago a replacement was around \$250. Now a replacement for my son's 406 is well over \$500!

The D8 hoses had a metal union near the sub frame so you could split the hose in half by undoing the metal union. Peugeot in their wisdom with the D9 406 have removed this metal union so now you have to drop the sub frame to remove

the power steering hose.

I worked in a warehouse environment for a long time where we had 30 forklifts. Sometimes a hydraulic hose on a forklift would spring a leak and we would call Pirtek to come in and repair the faulty hose.

So I rang Pirtek who quoted me \$130 to replace the faulty section of the power steering hose. In my mind this is much better than paying over \$500, so I dropped the sub frame on my son's 406 and removed the leaky power steering hose.

When I went to collect the repaired hose from Pirtek, they told me that when they change the metal sleeves on the new section of rubber hose they add a swivel fitting so the hose can align itself when installed.

This also means if the power steering hose has to come off again the new swivel can be undone, enabling the front half of the power steering hose to come off without the need to

drop the sub frame.

The back half of the power steering hose is all metal so does not need to be removed at all — just remember to tighten the metal swivel when all the hose clamps are tightened.

When the 406 hose is manufactured, the metal sleeve is crimped with two narrow crimps which I believe eventually cut through the rubber and the hose starts to leak.

When Pirtek make the new section, the whole metal sleeve is shrunk over the rubber hose which is better, in that the pressure of the crimp is not localised on the rubber hose.

In the photo of my son's coupe it looks like the car is in hover mode, which it was.

For safety I used axle stands in case the flux capacitor went flat!



For sale

405 SRi 1995 Manual in Saxon Blue. Very tidy interior seats/carpets/door trims, paintwork good but couple of dents in bodywork, one on roof and another on bonnet between headlights. 220,000km. Receipts from P504 Services for many years of repairs & servicing, \$1500 ono. John Hunt, Eleebana (near Newcastle). 0468 325 404

604, restored in 2007 by Salman Chaudry. It was a concours winner on many occasions and featured in the December issue of Australian Classic Car magazine. 2850cc Bosch injected motor. Brilliant metallic green duco. Has brand new Old Stock leather interior. The carpets,

dash and instruments are in Standby condition. The sunroof and all of the electrics work well, All the door rubbers & surrounds have been renewed. Exterior paint & chrome work is in beautiful condition. All bright-work is polished. Lights & lenses are all excellent. Suspension, bushes, shocks & brakes have recently been replaced and reconditioned. A/C works. It is currently on Vic club plates 24482-H. \$4,500ono, Tim, 0411 240 818. Email tfarmilo@optusnet.com.au for photos.

Wanted

203 C Indicator arm headlight switch and body assembly to complete my restoration. I believe

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, 21 JANUARY, 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.

a 403 headlight switch may help me out. Gavin Pitt-Ware, 0410 251 893

306 XTDT, one with a Bosch pump, which I've only seen fitted to late model (1999+) sedans. I'm not fussy about colour, Chris Shields, 0420 580 718, chris.shields@mail.com

Parts

RCZ wheels, 19 x 8.5" custom made alloy wheels for sale.

Reduced offset (19mm), brushed aluminum finish with satin clear coat, fits original RCZ centre cap and includes mounting hardware. Very unique and in totally unmarked condition. \$3,000 ono, Steve Carruthers 0418 982 985

Ray, 81, trying to recapture his old drive

Peter Wilson

EIGHTY-ONE-YEAR-OLD Ray Stone of St Leonards, Tasmania, decided he would buy a Peugeot 203 in good nick.

He reckons the one he had in the 1950s was the best car he ever owned.

Many a time he used it to tow a trailer with his motor bike to race at Bathurst.

Unfortunately, when he moved from a house he was renting, he left the car behind.

When he returned to collect it some time later, the owner of the house said he had taken it to the tip.

So, he now wants a 203 to enjoy and o recapture in his twilight years something of his youth.

After he placed a wanted ad in the Victorian club magazine Torque, he was delighted when he received a call from a chap who was disposing of his 203 after completing the recent Redex 60th anniversary Rerun.

The car was immaculately restored and had no problems on the run, he was told.

But Ray balked at the price of \$9,000 and

didn't note the seller's details.

He rang me, he wasn't sure why, and asked if I knew who the owner could be.

He'd had second thoughts and decided to hell with it, he couldn't take his money with him so he might as well spend it enjoying a great 203.

I emailed everyone on the rerun list to see if anyone would respond.

It appeared no one was selling their car for \$9,000.

Paul Watson and Graham Wallis also put out feelers for Ray.

The penny dropped for me when I was reading the advertisements in Torque.

Rerunner Les Hanson was advertising his rerun car for \$19,000. It's an exceptional price, but then it is an exceptional car, having been restored by 03 movement guru Gordon Miller and having travelled only 21,000 miles.

When I told Ray, he said he could





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run to \$9,000 but not \$19,000.

Les, a retired journalist who lives in Port Macquarie, said Ray had been in touch. He had already received an expression of interest in the car and could certainly not let it go for \$9,000. The British Racing Green 203 won the prize for the best presented car in the rerun and was still in top order, he said.

Ray looked at some 203s Neville Summerill had for sale, but wanted something better.

Col Pidgeon has a top 203 restoration under way at Wattamondaraw and wants to dispose of it, but it would entail too much work for Ray.

Col realises he has to put more work into his hobby farm the Pug. He hasn't been in the shed for a while and now hasn't the time for the 203.

The car has had a fabulous professional paint job, but still needs welding in the footwells, mechanical work and tidying the interior before it's a runner. Anyone interested can ring Col at 6342 4706 or try cpidgeon@westserv.net.au.

However, Les said he might be able to help Ray by selling him his 404 so he was sending him photos of the car.

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PEUGEOT

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	Sales Showroom Service Unit	139 Princes Highway Ann Street	ARNCLIFFE	NSW 2205	02 9335 9100 02 9335 9220
	Service & Parts	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Riverina Eurocentre	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE	NSW 2577	02 4869 1100 02 4868 1011
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON	NSW 2064	02 9413 3355 02 9906 1388
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERY	NSW 2018	02 9313 7866
Tamworth City Prestige	Sales Showroom & Service Service Unit	1-5 Jewry Street 91 Markham Street	TAMWORTH	NSW 2340	02 6766 5008 02 6774 9777
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA	NSW 2150	02 9841 8800 02 9841 8979 02 8832 8832
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	RYDALMERE	NSW 2116	02 9828 8040
VICTORIA					
Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000 03 5331 5000
Bayford City Peugeot	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE	VIC 3051	03 9341 4444 03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom Service Unit	435 Malvern Road 436 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888 03 8290 2844
Bayside European	Sales Showroom Service Unit	1285 Nepean Highway 1234 Glenhuntly Road	CHELTENHAM	VIC 3192	03 9239 6888 03 9571 6909
Bendigo Motor Group	Service Unit	140-150 High Street	GLEN HUNTLY	VIC 3163	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	BENDIGO	VIC 3550	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	DANDENONG	VIC 3175	03 51721100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	TRARALGON WEST	VIC 3844	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	GEELOG	VIC 3218	03 5823 2100
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 92 Auburn Road	SHEPPARTON	VIC 3631	03 9830 5322 03 9882 1388
Taylor Motors	Service Unit	50 Lonsdale Street	BALWYN	VIC 3103	03 9830 5322
			HAWTHORN	VIC 3122	03 9882 1388
			HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom Service & Parts	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400 07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Ipswich European	Sales Showroom Service & Parts	34 Brisbane Street 21 Limestone Street	IPSWICH	QLD 4305	07 3454 4111 07 3454 4111
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	IPSWICH	QLD 4305	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	MUNDINGBURRA	QLD 4812	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	BERSERKER	QLD 4701	07 4638 3233
Motoco Cairns	Sales Showroom, Service & Parts	199 Lyons Street	TOOWOOMBA	QLD 4350	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	CAIRNS	QLD 4870	07 5561 6166 07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	SOUTHPORT	QLD 4215	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	BUNDABERG	QLD 4670	07 3243 8777
			MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	HOBART	TAS 7001	03 6331 6337 03 6323 0240
			LAUNCESTON	TAS 7248	03 6331 6337
			LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE	WA 6156	08 9317 2525 08 9317 2422
			MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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