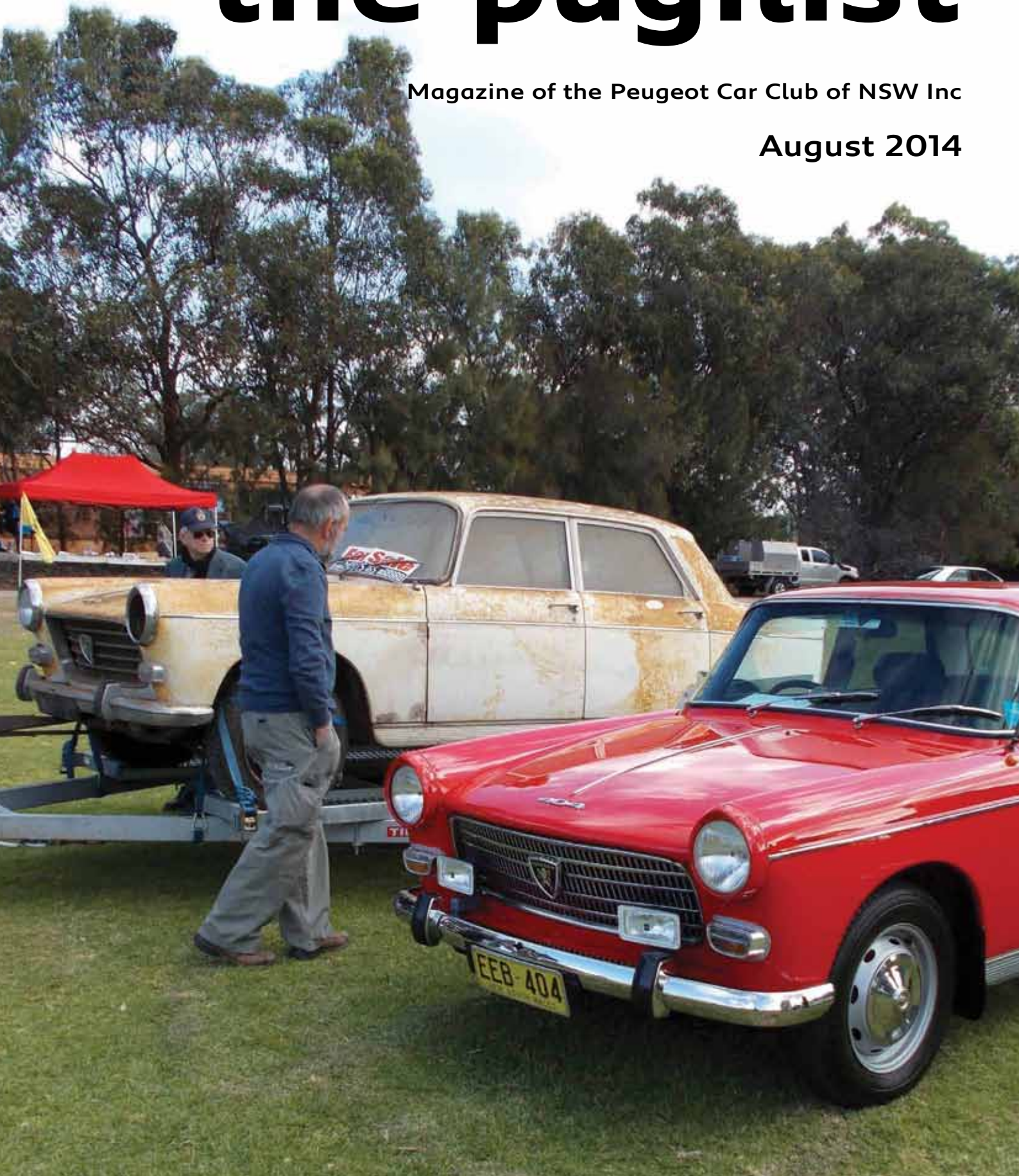


the pugilist

Magazine of the Peugeot Car Club of NSW Inc

August 2014



The barn find and the dream

Keith looking forward to being back on track



Keith Bridge donned a crash helmet and took his place slightly creakily in the Bridge Peugeot 403 Special during the Bastille Day display to show how he will look when he takes his late brother Albert's car on the track at Wakefield Park, its first major outing since Keith and his younger brother Robert restored the car and fitted a bored out 403 engine. Keith, 79, will join fellow former weekend racing car drivers doing what they have always enjoyed. Albert, who was killed in 1963, built the formula junior open wheeler with a hot 203 engine but raced it only once in 1962 at Warwick Farm. He dismantled it after a crash in practice and the parts remained for several decades under Keith's home

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30th Anniversary 208 GTi



The 208 GTi 30th Anniversary Edition was a big hit at the Festival of Goodwood Hillclimb event, along with the 208 T16 Pikes Peak.

Jordan Bishop

THIS IS THE Peugeot 208 GTi 30th anniversary Limited Edition, a special take on the French manufacturer's three-door hot hatch unveiled at this week's Goodwood Festival of Speed.

Developed by Peugeot Sport, as the lengthy name suggests this is a special edition that celebrates 30 years of the GTi badge. Expect

The cover

The barn find and the dream. Peter Wilson snapped this contrast of 404s at the French Car Day in July

Photo: Peter Wilson

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to see it on show at the Paris Motor Show in October, before going on sale this November in Europe for around \$4,500 more than the normal 208 GTi.

Among a number of birthday presents for the Limited Edition there's a new 1.6 THP turbocharged petrol engine that develops 205bhp (152kW – up from 147kW) and 300Nm (up from 270Nm) of torque. The 208 GTi 30th gets this power to the front wheels via a six-speed manual gearbox – borrowed, along with a Torsen differential, from the RCZ R – and will manage 0-100 km/h in 6.5 seconds (6.8s for the regular GTi). Euro 6 emissions compliant, too, it comes with Peugeot's Stop & Start tech and emits a claimed 125g/km of CO₂.

Further marking the special edition out from its 208 GTi sibling is a 10mm lower suspension set-up, a wider track at the front and rear, and new 18-inch matt black alloys.

This finish also makes it way onto the grille surround, fog lamp bezels and door mirrors, replacing the standard 208 GTi's chrome detailing for what Peugeot describes as “a more brutish

look.” Elsewhere, there are red Peugeot Sport-branded brake callipers and round twin chrome exhausts.

Red and black is likewise the show bodywork of choice, with this option using a ‘coupe franche’ dividing line to recreate the two-tone, dual material look first seen on the Onyx Concept. If this is a little on the bold side, Pearl White and Ruby Red paint schemes will be offered as standard.

Inside, the 208 GTi 30th anniversary Limited Edition gains a new red and black trim, while the front bucket seats have been developed by Peugeot Sport, using primarily Alcantara for the upholstery.

Technical changes are focused on how the 208 GTi behaves on the road and include recalibrated ESP and traction control, a lower centre of gravity, plus revised steering calibration and suspension settings. Optimising this updated set-up are Michelin Pilot Super Sport 205/40 ZR 18 tyres.

— from *AutoExpress*



Unique Matt Black front end paint and shiny red rear.

Peugeot wins again in 2014

Ross Berghofer

CONGRATULATIONS to Jim "03" Kearns for his outright win in the 2014 French Car Day. Jim is passionate about his Peugeots, so much so that his cars are usually in the finals for judging. Thanks, Jim, for sharing your cars with us.

Thanks also to the volunteers who helped make the event a success. One of the highlights of the day was the fly past by the police Eurocopter, made in France, with its sirens blaring.

Another first was a display of new Peugeots by Muirs, with its showroom on Parramatta Road at Ashfield. Pop in and say hello to Dan or Sammy who will be delighted to introduce you to the current range of Pug models.

The 6 August meeting will include the club's annual general meeting when all committee positions will be declared vacant and nominations sought to fill those vacancies.

If you think you can assist, please volunteer. The outgoing committee welcomes new blood that can take over the management of our club.

Our club is strong, but just like many others, it faces issues stemming from a declining — and ageing — membership base. Here is a chance

to be part of a strong team that enjoys Peugeot pleasures.

The club's accounts have been audited and I am pleased to report that the auditor had no criticism of the manner of our accounting. There was a net profit of \$1,433, but there are some administrative issues with the audit process.

These days an audit by a chartered accountant is not required for incorporated associations such as our club. The committee is looking at a suggestion to modernise the club's constitution to address this. More on this subject when it has evolved.

Club membership renewals are flowing in at an unprecedented rate and I offer the committee's appreciation of your support. Prompt response makes our job easier by not having to follow-up with the non-renewers.

I was delighted to be one of a few who represented the club at the Bastille Day celebrations of the Consul-General of France in Sydney, Mr Eric Berti. The event celebrated the 100th anniversary of the flight of a French pilot carrying mail and parcels from Melbourne to Sydney. French cars delivered the pilots to the entrance of the function, and the drivers were then invited to the celebrations. Robbie ver Hagen delivered the mail in his 203 ute.

And H platers,



Jim Kearns (L) accepting his award from Ross Berghofer

two reminders: you cannot use your H plated vehicle unless you have renewed your club membership; and always have the club magazine with you that lists the club outing you are attending just in case you have to prove to a transport official that you are enjoying your car for club events.

In the meantime, keep on pugging on.

Annual General Meeting 6 August

Simon Craig

The club's Annual General Meeting will be held at our August Club meeting.

All positions are available for volunteers, and we'd love to see more members volunteer to serve, whether it be a high profile role or simply as a general committee member.

As well as being able to drive your Peugeot to even more club events, you will have the opportunity to shape the club's future, or even just to help out with what may seem like small things, but can prove very helpful to fellow club or committee members. in the smooth running of the club.

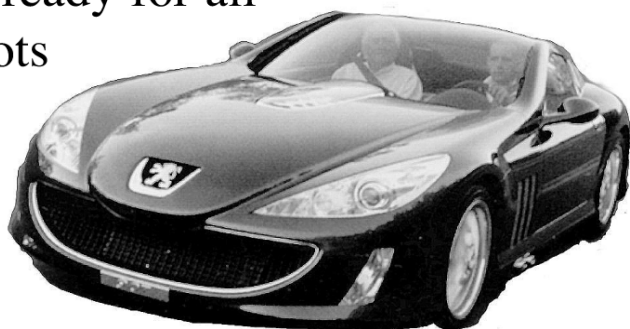
Do you think the club is getting a bit stale? Well fresh minds can lead to fresh ideas. Why not volunteer for the new committee and see what it's like. You may find that you enjoy the experience.

We'd certainly love to have you on board.



Robbie ver Hagen delivering the mail.

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Do we have your details correct?

Simon Craig

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

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

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

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

Battle of Waterloo

17 August

As promised, the Battle of Waterloo has been rescheduled - but it's on the same day as the Shannons Sydney Classic.

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

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

Drip trays are required for all cars on display.

Coffee, tea and drink facilities will be available. The PAC BBQ will be next to the coffee van. Toilet facilities are in Commonwealth Park to the west.

August club meeting

Tribute to Ampol Trial hero

A special tribute will be paid to one of Australia's Peugeot heroes at our August meeting when 89-year-old Allen Taylor will be the car club's guest of honour.

Allen and the late Wilf Murrell made motor-ing history when they won the 1956 Ampol Round Australia Trial in a newly purchased Peugeot 403.

Sime Darby general manager John Startari will make the special presentation to Allen in commemoration of his victory on behalf of Peugeot Automobiles Australia.

Allen's grandson Justin Southern came up with the concept of putting together a special box frame combining images and details of the event with a model Peugeot 403 and Allen's participant badge.

Allen will come from Canberra with Justin and his parents to accept the gift.

Wilf was farming at Hillston and saw the

Ampol Trial as a way of seeing more of the country. He enlisted Wilf, a former RAAF flying instructor, as a co-driver, bought a 403 in Wagga Wagga and began waterproofing the Peugeot to handle wet conditions in the bush.

The pair lost only 258 points to beat the Goldsmith Volkswagen and the Jack Murray Ford for first place. In addition to £5,600 in prize money, they were presented with a new Peugeot.

The victory was proof for Peugeot to advertise that its new model had proved itself suitable for the tough test of Australian conditions.

Peugeot sponsored the Victorian club's rerun in 2006 to celebrate the Ampol win.

Allen joined Neville Summerill and Colin Handley to set off in a Peugeot 403 bearing his original badge with some 50 other cars on the 12,000 km round trip.

The meeting will be Mr Startari's first encounter with a Peugeot car club. He joined Sime Darby to head Citroën and after an internal review in October took on the added responsibility for Peugeot.

• Remembering the trial, pages 15-18.

Tyre kickers welcome

Robert Rigg

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

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

Regional, interstate "froggers" along with all age groups and sexes are welcome. No commit-

tees and no member-ships are required.

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

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

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

The venue is central for most, is a sizable off-



Inaugural tyre-kickers day on 16 March.

street parking area with a well maintained lawn area that should not be parked out, has amounts of shade, toilets and under cover awnings if it rains,

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

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

The next meeting is on 20 July.

OASIS

Tue, 5 August

Reg Short

The August OASIS run is to a collection of vintage cars including a unique electric car.

The venue is George Eden at 2035 Burragorang Road, Nattai.

Lunch will be a BBQ on the property so bring your snags or steaks as there will be BBQs available to cook on and hot water to make a cup of tea.

This is the first time we have had a picnic lunch so please make the effort to come as it should be a great day.

For those who want to travel in convoy, meet at McDonalds Penrith Panthers at 9.30am for coffee, depart 10.00am.

Club diary

Sun, 3 August

Summerland Classic Car Show, Lismore. 8am.

Tue, 5 August

OASIS Run. George Eden collection. Nattai..

Wed, 6 August

Annual General Meeting, 8pm, Five Dock.

Sun, 10 August

NSW Motorkhana rd 5. Nirimba TAFE.

11-23 August

Cameron Corner run with Neville Summerill.

Wed, 13 August

Committee Meeting, Wenty Leagues Club, 8pm.

Sun, 17 August

Shannons Sydney Classic

Sun, 17 August

Battle of Waterloo, Canberra.

Sun, 31 August

Hunter French Car Day, Broke.

Tue, 2 September

OASIS Run. tba

Wed, 3 September

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

6-7 September

Port Festival, Car Display in Port Macquarie.

Wed, 10 September

Committee Meeting, Wenty Leagues Club, 8pm.

12-14 September

Oh 3 Weekend, Orange, NSW.

More stuff to do...

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

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

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

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

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



The Clarendon Classic Machinery Rally

20-21 Sept

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



Burwood Festival Classic Car Show & Shine

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

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

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

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

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www.interlude-tours.com

Timing is everything 31 Aug

Helen Louran

Practise your timing for our timed track day at Marulan on Sunday, 31 August by making your expression of interest by 6 July and your entry by 25 August.

As other clubs are invited it's first in, best dressed for what should be another GR8 day on a tight, twisting track in a bushland setting 130 km south of Sydney and 27 km north of Goulburn.

We're seeking about 40 participants, including other clubs, and the cost is \$130. If required a participant licence valid for one year will cost \$40, paid at the Marulan Driver Training Centre on the day.

The HRSCA is hosting the event and most sessions will be timed, except those for in-car instruction.

Drivers will be given a timed practice session

and then a qualifying session. Once completed, the driver will nominate a time from that session or be allocated one for the subsequent time trial.

Each session will involve three or more timed laps and may be adjusted on the day as experience is acquired.

The idea of time trials is to keep as close as possible to the nominated time for a given number of laps, i.e., the object is consistency.

Timing transmitters will be issued to drivers. Points will be lost for failing to reach or exceeding the lap time, and the point penalty for exceeding (i.e., going faster) will be twice the penalty for not reaching the lap time.

Several instructors will be available; organisers will seek to accommodate people who would like both instruction and timing by careful programming.

The circuit will be open from 7.30am and the

program will kick off at 8am with signing on. A track walk is included in the drivers' briefing at 8.30am.

Cars will be scrutineered. They will need to be in good nick, registered or capable of rego as there are noise restrictions.

You can download the full information form and entry form from www.hsrca.com.

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

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

More about the track at mdtc.com.au. If the extension is completed in time, it will allow slightly faster entries to the straight.



Hunter French Car Day 31 Aug

Don Jamieson

This is all about our fellow french car fans, owners, their friends and families, in particular the Hunter members of aussiefrogs and various French car clubs.

The address is Nightingale Wines at 1239 Milbrodale Rd, Broke.

Gates open 9:00am for a 10:00am start, As per last year's event, it's a BYO picnic or BBQ lunch or we have an onsite restaurant that is very popular.

Nightingale Wines will provide free BBQ facilities and cooking utensils. These will be at the cellar door under cover. Chairs and trestle tables will be made available for everyone's use.

There will be a few market stalls selling some local produce and crafts, with a french duet "Vive Le France" providing live music on the day from 11.30 to 4pm.

Take away coffee and tea facilities are on site as well as a cellar door for wine tasting and sales.

Sunday night our Spa Villa Suites are available at \$150 for the night, including a continental breakfast per person — a saving of over \$200 per Villa.

For those thinking of staying the night, the restaurant also puts on a fixed menu of soup and a roast on Sunday night for \$22.50/person.

There'll be an opportunity to win one of 2 x 6 packs of Premium wines or a midweek overnight stay for two in Nightingale's Spa Villas including continental breakfast. This will be by way of raffle tickets available free at the bar — one per person on arrival.

We'd love to see you there.

CMC Shannons Sydney Classic

Simon Craig

17 August

This year's Council of Motor Clubs Shannons Sydney Classic is on 17 August at Sydney Motorsport Park.

It's a massive event on the car club calendar and there are over 1,500 vehicles and 91 car clubs attending.

This year we are in Area C (the drift circuit) separated from the Citroën display by the Renault display. Yes, we are all together again in a tricolore, if you will.

Those in the ten car display should have received their passes from Ross Berghofer by now. You should plan to be there by 9am if you want to avoid the queues of cars coming to the display.

For those wanting to come along, to see the cars, the gates open at 10am to the general public and entry is \$15. Kids under 12 and parking is free.

For those who haven't been

before there are lots of things to see and do, as well as many stalls selling books, models, merchandise, exotic car rides, etc.

- Double-decker bus rides around the track,
- Concours Display & Trophy Presentation on Pit Lane
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music.
- Don't forget, this is very close to Father's Day!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns & face painting



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

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. This year's in Boonah, QLD, with next year's event to be held in Yass.

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 (see Interlude Tours advert).

Our alliances

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

How to join

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

The Pugilist

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- Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 28 August. Historic registered vehicles welcome.

Who are ya gonna call?

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Peugeot pins hopes on new 308

Peter Wilson

THE PEUGEOT SALES graph continued to rise in June against the overall industry downward trend.

But the result from the end-of-financial-year month was disappointing for Peugeot Automobiles Australia as it was for another 20 makes, including market leader Toyota.

The 482 new Peugeot registrations reported in the VFACTS industry statistics were 32 per cent down on the previous June and were the marque's lowest June sales since 2001.

In the past four years, Peugeot registrations in June have averaged 656 units with a peak of 708 units last year, the industry's all-time record month.

This year Peugeot bargain hunters did not show up in their usual numbers.

The industry's sales frenzy began early because other importers were caught with high stocks and ramped up the offers and the promotion.

Peugeot finished the first six months with 2,274 new registrations, trailing the 2,832 units for the same period last year by 558 units.

Peugeot is pinning hopes on the new generation 308 and the strengthening of its dealer network to boost its second half numbers, though the new model may arrive too late to do much for the figures and crossovers now share the traditional target market of the three series.

The company's spokeswoman has not indicated to The PUGILIST the release date for the European Car of the Year.

However, she informed the Car Advice website that the 30th Anniversary edition of the 208 GTi, a racier version of the hot hatch with Peugeot Sport enhancement, was ruled out for Australia.

The success of the Fiat 500 has kindled local dealer interest in the Czech-built Peugeot 108. As this new model would not be available until next year, Homebush headquarters will be weighing the increasing impact of growing small SUV sales on the baby car segment.

Official figures show a June-to-June growth

of 21 per cent in small SUVs to 1,180 units and Peugeot has the benefit of the 2008 in that category.

The sentiment affecting Peugeot's downturn was not anti-French because the other French badges were OK in June.

Citroën, which has been struggling since the change to Sime Darby, improved its position from 105 units the previous June to 150 registrations.

The brand is the first in Australia to introduce a six-year, unlimited kilometre warranty across its range with the exception of the Berlingo van. The deal includes road assist and capped priced servicing for the period.

It is unlikely that DS will be hived off as a separate brand here until Citroën sales are considerably stronger and then possibly only in Sydney and Melbourne. Dealers will most likely introduce a DS zone with a black floor and special lighting to showcase the cars as is being done in most Citroën dealerships in Europe.

Outside of China there is only one dedicated DS dealership and that is in Paris. Having others in large cities is a long-term plan.

Renault had strong car and van sales locally to smash its records, notching its best June with 1,034 deliveries and taking its first half figure to 4,380 vehicles, up 52.5 per cent on the 2013 first half and more than double the full year sales of 2010.

This improvement from 4,280 registrations in the second half of 2013 bought its financial year total to 8,523 vehicles.

This is close to Peugeot's record of 8,837 vehicles delivered in 2007 during its diesel boom.

While Renault attributes its resurgence to appealing product and a growing dealer network, its Asian sourcing also helps. It says it is doing well with the Clio and the Megane, and it expects its small crossover Captur to be a success when it can gain supplies to introduce it to Australia.

Renault is No 19 on the half-year chart, ahead of Lexus (20 with 3,565), Fiat (21 with 2,999), Volvo (22 with 2,742) and Peugeot (23 with 2,274).

The 118,309 Australian registrations in June were only a few hundred behind those of June 2013, which means the first half market is down 2.2 per cent.

The nature of the market is changing.

With business confidence down, private purchases have risen.

The luxury brands are going gangbusters, with Mercedes up 14.5 per cent, BMW up 8.7 per cent and Audi 18.5 per cent; analysts attribute this to new more affordable models at the bottom of their ranges.

Helped by a recent revival of interest in the Commodore, Holden (56,773 units) overtook Mazda (51,910) to finish second to Toyota (101,105) in the six-month figures.

Mazda, Subaru and Volkswagen, buoyed by Golf demand, are doing well.

However, other volume brands are bearing the brunt of the market downturn – Toyota, Mitsubishi, Suzuki, Nissan and Honda have all lost ground. Hence June special deals have become July special deals to try to clear unsold stock.

The Federal Chamber of Automotive Industries noted that high riders accounted for 31.1 per cent of the total market in June – up 2.2 per cent on the previous June.

"Private purchases of SUVs continue to be strong with June 2014 sales up 25.1 per cent compared to June 2013 and year-to-date private purchases of SUVs up 14.2 per cent," the chamber said.

Meanwhile, the Peugeot group said its first-half vehicle deliveries rose 5.5 per cent to 1.54 million units compared with 1.46 million a year earlier. A European recovery – in Britain, France and Spain – and Chinese expansion made up for a currency-driven sales collapse in the rest of the world.

"We are becoming a little more dependent on Europe again, which is bad news for our internationalisation goal," Peugeot brand chief Maxime Picat told Reuters in Paris. "But we're not going to complain if Europe is doing better."

Cameron Corner



Neville Summerill

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

This trip will loosely follow the Queensland – New South Wales border, travelling as close to the dog fence as possible. This is something that has interested me for years, being the longest man-made structure in the world, stretching from Central Queensland to the Nullarbor Plain in South Australia. There are approximately 20 gates along this part of the fence, which we will pass through. Apart from this we will encounter some great outback driving, with many bush camps.

All this depends on the conditions at the time. If rain has fallen recently, or if the roads will be in bad shape, the trip is off.

There is plenty of accommodation at Hay, with plenty to see there also.

Some of the above itinerary may change, so I urge you not to book accommodation as most nights will be camping.

But I do ask you to notify me if you are interested in this trip: a chance to see the wonderful Corner Country of NSW.

I will need to know numbers no later than the end of July 2014. Contact Neville Summerill on 02 6458 7208



11-23 August

Mon 11 Aug

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

Sun 23 Aug

Milton Grant

THIS YEAR'S Worm Weekend is across the border at Benalla, in northeast Victoria, 665 km from Sydney, on 19-21 September.

Accommodation has been reserved at Glider City Motel Ph 03 5762 3399 and Benalla Leisure Park 03 5762 3434, email stay@benallaleisurepark.com.au which has cabins, powered sites etc. When booking at either place please state you are from the

Peugeot Car Club.

For those arriving on Friday there will be the usual 504s and then a choice of restaurants, hotels etc. for dinner.

Saturday morning there will be plenty of time to have a look at the local shops, the Botanic and Rose Gardens before a short drive to Violet Town to meet any folk coming from Melbourne. Petrol is available, but no gas, at Violet Town and of course a coffee shop and toilets. We head from Violet Town about 11.30 to a rural hotel for lunch.

Later it's into Kelly country and some great

Peugeot roads. 504s and dinner round out the day.

Sunday will see the photo shoot (this year with a bit of a difference) before heading into the Strathbogies for lunch. Then for a pleasant drive to an afternoon spot 1 1/2 hours from Melbourne.

The club's event cost is \$90 a person and includes Saturday lunch, 5.04 drinks and dinner, Sunday lunch. Pay by EFT to PCCV Westpac bank account, BSB 033 070 A/c 730763 and refer to "Your name and worm

weekend" Or cheque to PCC of Victoria Inc, PO Box 403, Nunawading Vic 3131. Notify Milton Grant, Tatura, 03 5824 2324 or 0419 406 056, that you wish to attend.



Worm gathering at Benalla 19-21 Sept

French Observations

Nerelle Branson

THE CITROËN Car Club of NSW has invited us to join them on their tour of the Sydney Observatory on Friday 19th September.

The Sydney Observatory is located at 1003 Upper Fort Street, Millers Point.

View the stars and planets through our telescopes (weather permitting), as well as learn about the universe, experience our 3D space theatre and view the historic astronomical and meteorological objects on display. There is also plenty of opportunity to ask questions of the experienced



19 Sept

and friendly astronomy educator who will guide the session.

Evening sessions of about one and a half hours are held regardless of weather. If viewing through the telescopes is not possible due to sky conditions, a fun planetarium session is provided instead.

We will meet at the Observatory at: 8pm for an 8:15pm start. The cost is \$16/adult

RSVP & payments: by Sunday 7th September 2014 to either myself at secretary@citroencarclub.org.au or 0428 663 313 or our Treasurer (Gus Robinson) at treasurer@citroencarclub.org.au.

Payments can be made direct deposit into the Citroën Car Club account;

Bank Account Name:

CITROËN CAR CLUB OF NSW INC

(Correct and specific use of Capitals and NO full stops for abbreviations used.)

BSB: 062 562

Account Number: 10156846

French Car Festival

Simon Craig

The Peugeot Car Club of Victoria's version of our All French Car Day is on 28 September in Melbourne.

The address is Macleay Park, Buchanan Ave, Balwyn.

Last year's event was a pretty flash affair on the docks at Williamstown, with lots of rare and exotic pugs that we don't tend to see up here. It was so flash it even received a visit from Fletch of Classic Car Restos fame.

You can watch the video here:

<http://goo.gl/jdqQi6>

Next Peugeot Pageant in Yass

Brad Pillans

THE PEUGEOT Association of Canberra has pleasure in inviting all other clubs to join them in Yass, for the 2015 pageant, which will be held from Friday 10th to Monday 13th April 2015 (the weekend AFTER Easter). The historic town of Yass, some 50 km north of Canberra, just off the Hume Highway, offers a range of accommodation options and potentially interesting activities for participants.

Not at Easter

The pageant will broadly follow the successful format of previous pageants including concours (Sat morning), driving skills/motorkhana (Sat afternoon), observation run (Sun), presentation dinner (Sun night) and farewell breakfast (Mon). Further information will be made available as soon as possible.

Despite the preliminary announcement at the last pageant, that the 2015 pageant would be held in Tasmania, this was not to be. However, we are still in discussion with the Tasmanian club and are hoping to hold a pageant there in the next year or so.

Email: brad.pillans@anu.edu.au

Gallic salute at Silverwater



Peter Wilson

STATE POLICE MADE a surprise raid on All French Car Day on 13 July.

At least it certainly seemed like it when a police helicopter sounded its siren loudly, flashed its blue and white lights and turned on its powerful searchlights as it flew low towards the 200-ish cars gathered on the grass at Silverwater Park.

Club members looked upwards in puzzlement – some in alarm – as the chopper circled the assembly slowly two and half times and then flew away.

A puzzled police officer in the Renault display phoned headquarters to try to learn what was going on.

But word spread quickly from the plane spotters in the know. The helicopter was a French-built Eurocopter EC135 and its pilot was making a very welcome impromptu gallic salute to the event.

As members discovered at the Wings Over Illawarra display, the police air wing has a Peugeot 4008 and it was on the cover of the July magazine. It seems that's how they learned about our gathering.

Once Polair 4 had gone, club members turned their attention back to the French cars and to catching up with friends and checking cars in pleasant winter sunshine.

Graeme Cosier took a break from manning the merchandise tent with wife Anne to take a count of the Peugeots. "I make it 27 models," he announced. "That's more than last year."

He was counting both body styles and numbers.

As far as Dr John Williams was concerned, it seemed that only one model was worth counting. "There are seven 203s here this year," he said. "That's the most we've had for a long time."

Besides John's ex-racing sedan, the sedans included those of Geoff McHardy, Peter Nash, Rob Oakman and Rob Priestley. Keith Bridge

brought his ute from Nowra and Rob Verhagen – who sometimes appears in his Simca hat – brought the 203 ute his late brother Kees entered in the 2003 Redex Rerun, still with its rerun ID poster on its doors.

Peter was asking what people thought the rear of his sedan looked like. When I ventured that the thin dark red of the two-tone paintwork looked like a Salvador Dali moustache, Peter said he had been told it looked like a wombat's bum.

Peter trailed the barn find 404 of Doug Smith to Silverwater in the hope of finding someone interested in restoring it.

Although several tyre kickers conceded the car could be restored if someone was really keen, there were no takers. Not even its original owner, John Baker, could be tempted to take up the project after he inspected the car he had parted with nearly 30 years ago.

In a great marketing move, John Baird was persuaded to park his gleaming brilliantly restored red 404 sedan next to it in the hope of inspiring

the dream that its sad cousin could one day look the same. That didn't work, either, but it resulted in a nice cover photo for the magazine.

Ian Dyball's Peugeot was another 404 admired for its condition. He said it had cruised happily at 100 km/h on the trip from Hallidays Point. He was pondering whether he should fit 504 seats to increase the comfort while travelling.

Keith and Hilma Bridge were busy fielding questions about the Albert Bridge 403 special that they trailed from Nowra behind their 203. It's a work in progress as the gear shift has to be fitted before Keith can have his fang on the Wakefield Park circuit.

Cal Makin is the proud owner of several older Peugeots and this time brought his 403 wagon from Mudgee for the display. The other 403 displayed was the red McHardy ute.

Anne Cosier left at home again her 403; the 406 wagon lived up to its reputation as a load lugger and brought the marquees and merchandise.

Several members remarked on the inappropri-



ate number plate on Rob Gruber's 406 wagon.

When Ron bought the car, he tried to get PUG 406, but the closest available was PUG 407 so he settled for that with the hope that one day that would be come out. He hasn't got a 407 yet, but when he sells the 406 Ron plans to park the plate on his daughter's 205.

Ron said he has had a good response to his plan to have 10 sets of exhaust extractors made for 203s and 403s.

Former Pugilist editor Chris Deligny has in the past few years taken a long lunch break to catch up at Silverwater; he had the day off this year and entered his wife Gail's 207 in the concours in which it came second in its class.

At the end of the day, the Kearns family was surrounded by their raffle prizes and trophies. Jim was proud to have won the concours best Peugeot trophy with his 504 cabriolet and gained the trophy for the best French car on the day, but was somewhat upstaged by daughter Olivia who

had won the large model of the Eiffel Tower.

Andrew Park and Lorraine made the trip from Cessnock in separate cars, Andrew in the 504 coupé and Lorraine in the 508.

Steve Palocz brought his 604 this time and said he had fitted a Falcon wagon transmission cooler that was successful in keeping the engine temperature down on a trip.

This year nearly 60 Peugeots were on display in the paddock and a few parked outside.

The modern cars were outnumbered last year by the rear-wheel-drive brigade but this year the numbers were even.

The main models clusters were 203s, 306s, 307s, 504s and 505s, but the range included 17 model numbers. The others were 205, 206s, 207s, a 2008, 403s, 404s, 405s, 406s, 407s, 508s, a 604, a 607 and an RCZ.

A welcome addition to the display was a pair of new Peugeots from Muirs European, a 508 and the RCZ, a show of the lion flag to counter

the presence of new Renaults and Citroëns.

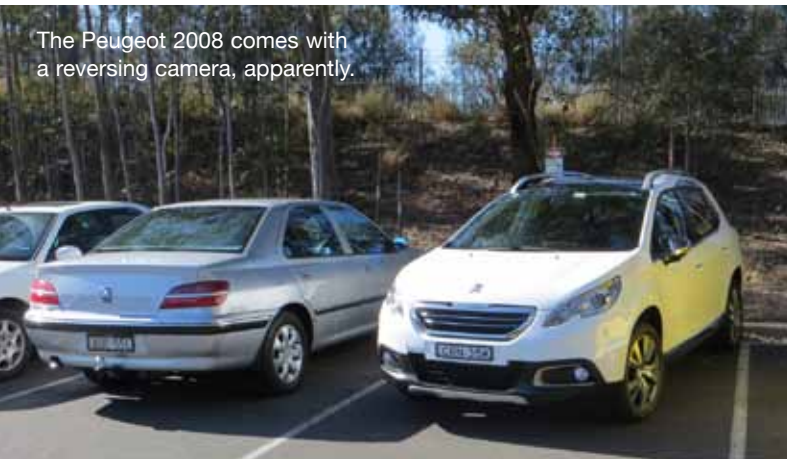
Muirs even fielded its French salesman, Sammy. He said when he was growing up, his father had Peugeots, his mother had Citroëns and he had Renaults, but now he is thoroughly dedicated to Peugeot.

Peugeot Automobiles Australia was represented by its national advertising manager, Stephen Mockford, making his second visit to Silverwater.

The day turned out well, thanks to the planning and efforts of Ross Berghofer and his team. Early in the week the forecasts had been for weekend rain, but the club's luck held up and the day was mostly cloud free and the warmth of the sun added to the conviviality.

In the afternoon, when most of the cars had departed a RESCUE launch came up the Parramatta River as far as the park and then perhaps because the paddock was almost deserted turned back downstream.

The Peugeot 2008 comes with a reversing camera, apparently.



More 203s on display than in previous years.



Muirs Peugeot was a very welcome addition to the display this year.



There's always one last bit that needs polishing.



The flash 505s were out in force.



Call in the choppers.

Heel and Toe technique

how to brake and change down at the same time



Dave Williamson

AT THE UPCOMING track day at Marulan on the 31st August, some club members will be driving manual geared cars. One thing that will make life so much easier for those drivers is to learn the correct way to brake and change down gear - at the same time. To be fast and smooth, this really does matter.

Many pupils slam the gear lever down a gear and then stab at the brake pedal to slow down. Such a panic attack quickly unsettles the car - and the driver. Often the rear wheels will just lock up because the engine's RPM is just too low, so the car now becomes even more unstable.

Believe me - you will NEVER drive smoothly and quickly until you learn to "heel and toe" properly. The good news is - that it's easy to do with practise.

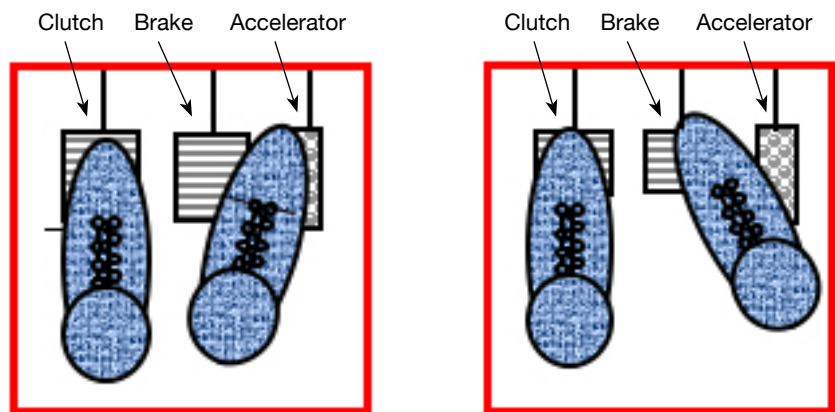
Years ago race cars had the accelerator in the middle of the 3 pedals, so the term "Heel and toe" was used. Today, a modified way of doing the "Heel and toe" action still means that you can increase the engine RPM (needed as you shift back down through the gears) while braking at the same time.

There is a good YouTube video showing this: Use this URL: <http://goo.gl/IvM1zj> or go to YouTube and type in: Ayrton Senna's Heel-and-Toe. At approx. 0.45secs in, the video clearly shows Senna's first (of many) "heel and toe" actions

I really hope you enjoy the day at Marulan and be assured the instructors will be watching to see if you have been practising!

Dave Williamson — HSRCA instructor

Here are two ways to achieve it — depending on the spacing of the pedals:



How do you do it?:

When braking as you come to a corner, simply roll the edge of your right foot over onto the accelerator to increase the revs to change down a gear — at the same time as you are braking.

Not all car pedal layouts are the same shape or size, so practise when you are driving around during the next few weeks — **before** you come down to the race track.

Every car is different, so you'll need to find the method that works best for you.

How many Pugs?



Guy Nolleau, a frequent contributor of pictures and stories for the Pugilist, has sent in this Paris street scene from 1972. How many Pugs can you spot in this photo? Remember, Peugeot is not only famous for its cars...



A dream: a chance to see the centre

By Allen Taylor

The 1956 Ampol Trial, a chance to see Australia and to be part of a car rally. A dream I had ever since the first Redex Trial because of the adventure and a chance to see the Centre of Australia.

I made sure my wife Pat would not mind me going in such an event; neither of us realised what a big thing it was going to be. Our two children, Wendy and Dennis, were only very young and we were living on Queen's Park, the farm 14 miles from Hillston. I had a good friend in mind as a partner; all I needed was the courage to ask him if he would be interested in the venture. As Pat said: "You will never know unless you ask."

Wilf Murrell had come to Hillston to purchase the power station that supplied electricity to the town. He was a shire councillor and the local Peugeot agent for the district. His first reply was: "Yes, I'll be in it and what's more I have the gear for it." Not thinking he was serious, I again approached him the following week and he said yes, he really meant what he said. My great uncertainty was the fact that this man had not long won the Round Australia Air Trial without losing a point and here was me, a self-taught bush mechanic and farmer 11 years his junior, asking him to compete in this event.

One condition of Wilf's was that the new car that I would spend all our savings on was to be run in on his rules.



This I agreed to, and so the car was ordered. In the meantime, I had written to Ampol to get all the do's and don'ts for preparation of the car and our local Ampol dealer was most co-operative. Pat was the one to do the running-in period of the car as I seldom went to town.

Six weeks before the trial was to start I began work on the Peugeot 403. I had a pretty good workshop, fitted out with 32-volt electricity, a lathe, grinder, car pit etc. I worked on the car every night for the six weeks, except two nights when Wilf showed me how to read maps, as I had no experience of map reading.

Then the rain came. It had already been raining for some weeks up north, where Wilf had owned a power station and had been asked to return to fly flood relief for the local farmers. This left me to fit out the car the best way I could. Wilf gave me the use of his great selection of tools, nuts and bolts etc from the power station.

As I spent lots of time driving tractors on our farm I had plenty of time to work out what I would do and how to go about it during the day. Then after dinner it was into the workshop till midnight or 1am. To start with, I removed the interior door panels so as not to damage them and give space to store things in the door cavities. Wilf had given me a Smiths heater to see if I could fit it somewhere as he said we would have to drive through snow and ice in the mountains.

I had 18 months before World War II working with the local plumber, so I had learnt the art of soldering and tin smithing. I was able to enclose the heater in a metal cover and make the appropriate air outlets to suit the ones already in the Pug. This meant we had heat on the windscreen, our feet and our bodies.

The car had to be fitted out with an extra fuel tank. This I had spare from one of the farm trucks, which I was able to fit into the boot. I also brought the fuel line inside the car to join to the existing one at the filter, and I put the two-way tap next to the passenger's seat so I was able to switch tanks without stopping the car, as most other drivers had to do. Knowing what trouble water and dust could cause to starter motors and generators from our farm vehicles, I decided to remove these and make gaskets out of Bostic, which was similar to silastic today. I removed the starter and brush cover band, also the generator cover. The cutout was also sealed, all the vent slots in the flywheel covered. I fitted a special fuel filter Wilf had given me, which was foolproof and easy to remove.

I then started to waterproof the engine itself, as Wilf wanted it done in a manner so as we could get at any part of the engine without removing splash plates, knowing that time spent removing plates was time lost. These splash plates we cut from the tops of used galvanised water tanks and riveted with tank rivets

AMPOL TRIAL 1956

PRIZES TOTALLING

£14,250

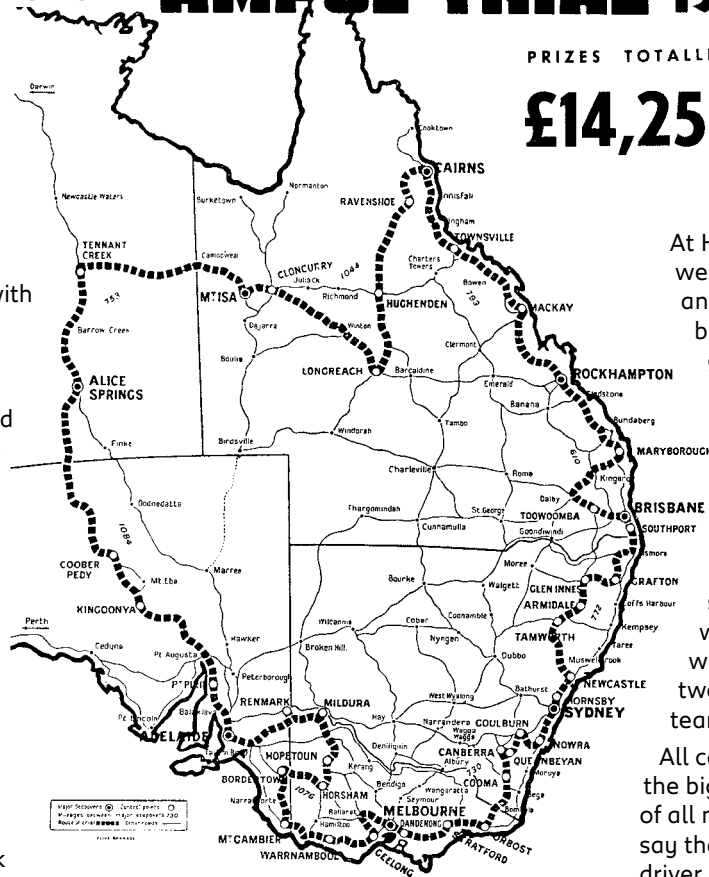
the car out in 15 inches of water on our local aerodrome. Wilf was well satisfied that the car was ready for Sydney.

to hoop iron strap. These were bolted under and on both sides of the engine like louvre blades, and after much time experimenting finally got my engine waterproofed. I was still able to get at the starter, generator and distributor cap with no water and mud on any part.

The worst was still to come. After driving on the back tracks for some time, the water started shorting out the plugs. After all the trouble of splash-proofing, this was a headache. So one wet night my brother, Harry lay on the front mudguard and was tied to the car, and with a light under the bonnet, which was chocked up just enough to see under while I pelted through sheets of water. He found the water was coming up through the triangular opening on each side below the firewall and hitting the bonnet directly above the spark plugs, then down on to the plugs, gradually shorting them out. The makers filled in this section of the car on the later models.

My next thought was the radiator, as I knew that at high speed going through muddy water that the fan sucked muddy water into the radiator core, which could cook the engine. My Mum, Elvie, made me up a roller blind out of canvas. I fitted this to the top of the radiator and a steel cable into the cabin, so that the passenger could pull the cord as we hit the water and had a quick-release spring to rewind. It was still raining, which gave me the opportunity to give my inventions a good workout. So far, so good.

A major problem was still in my mind: how would we see if we had to drive all night through roads like the ones we had here, as the headlights generated enough heat to dry the mud on the glass, even in our 14 miles from town? Time was catching up and I saw a 12-volt submersible water pump advertised in a Melbourne paper. I wrote to the firm, saying what I wanted the pump for, and I enclosed a cheque and said: "Please send as soon as possible." I then went to work on a roo bar and headlight stone grilles. I hadn't long made a pipe bender for the farm, so I had the chance to use it with the help of my neighbour, Bert Jackson. I used half-round iron that went over the wheels of old horse-drawn wagons to protect the wheat bags. This gave the roo bar a nicer look and was very strong. I had already made a sump guard and one for the steering. I also



At Harden & Johnson's workshop we had the wheel rims sand blasted and the shock absorbers adjusted by their experts for the trip. In the glove box we had a dual speedo fitted and a 24 hour clock for the co-driver. Unfortunately, we were unaware of sponsors, which most other drivers had, so had to pay our own way. We were given spark plugs and coil.

After the car had passed its scrutineering by the trial officials we were given our car number, which was 32. We teamed up with two other Peugeot 403 crews as a team.

All cars assembled at Bondi Beach for the big event on July 15, 1956 – 120 cars of all makes – 7,000 mile Trial. I must say that Wilf was a great navigator and driver and amazed me how he could find his way in and out of towns and cities at all hours of the night. We left Sydney mid-afternoon, heading for Nowra then to Goulburn through our first horror stretch at night, then to Canberra and freezing cold. Very few, if any, cars had heaters so you can realise how proud I felt with our heater working and we had also used our headlight washers. We had lost points but so what? All I wanted was to see Australia, not ever thinking of winning.

Then the snow and ice. I had only seen snow once before at Lithgow during the war while on leave from Parkes in the RAAF. I had to ask Wilf to slow down as I became scared as we skidded round mountain roads in darkness. Our next stop was Melbourne showgrounds. I still had not met anyone who wanted to talk to us. I had my first experience with newspaper reporters here as I had trouble opening the car boot to refuel the spare tank, which we had used to make sure the two-way tap was working properly. We had lost 19 points up to here. Jack Murray let off his first lot of gelignite from the centre of the arena just on sunset.

Wilf and I had worked out a plan of duties that we thought would outsmart other crews. At each stop, when time allowed, we got an oil change, which was free. We took advantage to change oil whenever possible. I would systematically check the underneath of the car as I had memorised the metric spanners by their numbers and knew

heavy canvas to cover the boots on the rack-and-pinion steering to protect it from mud and stones.

I made up a footrest accelerator device. It consisted of a broad thread running from a footrest (next to the accelerator) to the dashboard, which would wind the footrest up or down to enable the driver to keep a constant speed without having an aching ankle. With your foot flat on the device you could keep the speedo on the required speed for a long time comfortably.

By now the submersible pump had arrived and I was able to test it in a drum of water. What a pump it turned out to be! I made up a water tank, which fitted along the firewall under the bonnet. The pump was laid along the driver's side mudguard below the tank height also fitted under the bonnet. By soldering the water fittings and reducing down to a tiny pipe curved out in front of the headlight, I got it to shoot water upwards with terrific force. The tank held three gallons of water. This was our secret device of the trial.

We fitted 203 wheels, which gave us an extra inch clearance and fitted Olympic all-purpose lug tyres on the drive. Wilf was very conscious of weight in the vehicle, so he asked me to remove all the mud from under the car and exhaust. This weighed 120 pounds, so keeping the mud off the exhaust was well worth it.

When Wilf returned from the flood up north we had our opportunity to try

1956 AMPOL TRIAL MEMOIRS

every nut and bolt on the car by now and would note where I got up to in my notebook, while Wilf would supervise the oil change and refuelling. I always made time to remove mud from the exhaust pipe. Wilf drove most of the way and I often had a little nap so was always fresh when we stopped, so I felt it my duty to do the dirty work under the car. Another duty of mine was to look over all the rally cars while in control and note in my book the car numbers of the good cars, so as we were passed by I could tell Wilf what the condition of each car was and we were able to number them down as the trial progressed.

From Melbourne to Mildura through Geelong, Mt Gambier, Bordertown back to Horsham, Hopetoun to Mildura for our next night's sleep. Then to Renmark, and on to Adelaide. By now we were used to secret controls and having to run to time.

We left Adelaide around 8.30am and arrived at Kingoonya about 4pm, ahead of time. We had been through oceans of water and mud, which had now started to take its toll on cars. I could not believe the number that had been in the Redex and had got around but had done so little in the way of waterproofing as we had. We left Kingoonya with the headlights on, the 80th car out. It is hard to describe the conditions as all we saw was a sea of mud and slush and bogged cars. They had gone off the road, either to dodge the water or were blinded with dirty windscreens and no lights. I remember seeing one co-driver throwing water over the windscreen from a tin tied to a stick. We saw steam belching from the radiators with clogged cores and



WINNERS of the Ampol Reliability Trial—W. A. Murrell (right) and A. S. Taylor—acknowledge cheers at Bondi finishing point yesterday.

could not help but feel sorry for them as we drove on.

Just out of Coober Pedy we got a stone on the windscreen, which soon collapsed on our laps, so we were now into our horror section with water and mud swamping into the car after every lake of water. Out came the plastic sheeting we had and I covered all I could while Wilf kept driving. It was the early hours of the morning, so we were still in darkness. I had to leave the interior car light on, which did not help Wilf's driving but I had to remove his glasses each time we hit the water and clean the mud off and replace them as the road was so messy that both his hands had to be on the steering wheel at all times. How pleased we were to have the sunrise behind us and to see what we had been going through all night, gradually mowing down the other cars. By now you couldn't even see the car numbers so to hell with the book.

I remember stopping to ask a chap on a horse leading a camel if he could tell us how many cars were in front of us. He thought about two or three. This gave Wilf new life and he said that with any luck we would be first into Alice. He had told my Mum if we ever hit the front we would win. Boy, it could happen, but we were not halfway yet. We passed another car and then, not far out of the Springs, a Volkswagen on the roadside was stopped. We slowed down, but he waved us on. Later we found out he had run out of fuel. He was changing tanks and had forgotten the other one was empty.

Because of the terrible conditions the Trial was halted for three days as only 20 out of the 120 cars had got through by nightfall. We had made it by lunchtime. The Peugeot agents in Alice took us into their house, two young lads and their Mum – they were wonderful people. Wilf slept all that night and the next day while the boys took me to the airport to get some perspex to make a new windscreen. They rounded up a bath tub and three clothes-washing coppers for hot water and moulded us a new windscreen while Wilf slept. While at Alice Springs I was able to look over all the remaining cars and note their condition, as we now had only the best of the bunch left so from here on the



WINNERS Murrell and Taylor cross finish line at Bondi Beach on July 29.

real pressure was on for us to keep our position. We still had a very good car but I had found the radius arms from the rear axle to the tail shaft was loose. The thread was worn so much that I could not tighten it, so I decided to weld it. Most of the other Peugeots had lost theirs already. We had to work on this and the screen once out of control in our own time, so we had to move fast.

The boys had set up four 44-gallon drums and planks, so we drove the car up with the welder handy. I set about the welding while the screen was being fitted. Unfortunately, the screen was too big so we had to throw it in the back and get going. They had allowed us slower times to Tennant Creek then to Mt Isa, so I drove and gave Wilf a spell and a chance to have a look. At Mt Isa we stayed the night with the agent, a chemist and his family, so we were able to get some sticking plaster and tape in the windscreen – how great! We had asked for a new screen to be sent to Cairns but now had another problem: the perspex screen gave us double vision of oncoming vehicles and night lights and became easily scratched by insects etc. This meant I had to forget the car checks and spend all my time on cleaning the screen for Wilf with Brasso, to stop the double vision. It was on to Cloncurry and black, sticky clay. We were now heroes and everyone wanted to know us, reporters and all. What a change, especially for me. Wilf had already been through it on the Air Trial.

It was on this road we lost traction in the mud, so we had the chance to use our hand throttle for the first time. How glad we were that I had fitted that extra to the car.

On to Winton, and then to Longreach, where we almost came into the control from the wrong direction because some smart aleck had turned the signpost around. Thanks to Wilf, who took the right road, because quite a few cars went the other way.

1956 AMPOL TRIAL MEMOIRS

Next to Hughenden, and this turned out to be another horror stretch, as if we hadn't had enough. Great creek crossings like a great black hole. The lights shining straight across and then down we went sliding on pebbles, water glaring at us and a wallop – on to a cement slab at the bottom. I know we lost an overrider from the back bumper bar. I was lucky to see it with the torch light, as we had to carry with us any parts that got removed from the car. We dislodged the muffler, so I tied it up with the farmer's friend, tie wire. At Hughenden, we drove into a garage to refit the muffler and almost caused a riot as the crowd piled in to look at the car. The big creek splash had cleaned the car and the 32 on the door was now visible.

Then to Ravershoe, and on to Cairns. What a night, I'll never forget driving into the showground – the most people I had ever seen. It was packed full, all standing and cheering the cars as we drove round the arena and to our parking places. I signed my first autograph and was overwhelmed with the whole happening. We had a two-day stop, Wilf slept the first day while I looked the town over with another co-driver from Ulladulla. The second day we were taken south to see a sugar cane farm. We had our new screen taped in just to save time rather than fit it, which allowed us to lend the perspex one to the Ulladulla chaps, who had had the same misfortune as us.

Our car was still running like a watch but the rear end was starting to part from the roof section, caused by the weight of the double fuel tank in the boot. We decided to switch to four-gallon drums put on the back seat and I put one in the front between my legs, using a plastic pipe into the drum and on to the two-way tap. Believe me, it is a long way from Cairns to Sydney with your legs straddling a four-gallon drum.

I remember looking at the map before Cairns and seeing the Bruce Highway and thought: "Boy, won't it be great to get on to a decent highway after all this." Gee, was I in for a shock: broken bridges and great causeways for miles. Next stop Townsville – our first mishap and scare. I gave Wilf a wrong turn and we nearly cleaned up some spectators at a corner. He careered across a park and finished up against a post and bent

the front bumper. After parking I found an old school mate and his family there to greet us. I hadn't seen him since we were at Yanco High School in 1938.

Everything went well on the way down to Brisbane, where we went through lakes of floodwater. The Burdekin River was in full flood, and we had only the ripple of the bridge edge to guide us across.

At Brisbane we had breakfast with the other two cars that were running second and third. One was a Volkswagen and the other was an MG, driven by Slaughter and Mays. Wilf talked to them about the trip to Sydney, suggesting we drive to suit the road and lose points rather than run risks and we would finish in the order we now held. We were far ahead of either car so this was agreed, never realising that would be the last time we would see Slaughter and Mays, we all set off on our last leg of the Trial.

But the organisers switched us off through Glen Innes. We were now out of the wet and the roads became dusty, winding mountainous roads. Rounding a bend Wilf was pushed off the road by an oncoming truck and we finished up in a ditch with the passenger-side mudguard back into the tyre. At the same place was Jack Murray with a broken kingpin in the Grey Ghost and the Lefoe brothers with a puncture in their Vanguard. They had already skidded over the edge of a bridge and, with the car in the

balance, Wilf and I came to their rescue by standing on the rear to prevent it toppling over, so they were only too happy to return the favour in helping me pull out the guard. Jack came also as he said he had already lost over 1,000 points, so what was a few more to worry about? They insisted we go first as we were leading and after thanking them off we went into the sunset only to see a wandering cow, a four-legged one, which we were able to avoid but unfortunately the light and dust had worsened by the time the Lefoe Brothers reached that spot, and they hit the cow, which broke a headlight.

At our next control the control crew asked us had we seen the MG, thinking they had broken down. It wasn't till we reached Newcastle that we learnt that they had both been killed, drowned in a shallow creek in the mountains. What a tragic ending to two fine competitors.

From Newcastle under escort we drove to Hornsby where all the 30-odd cars assembled, with the joy of the great event saddened by the loss of the MG crew. Makes you think how lucky we were. So on to Sydney and Bondi Beach and 7,000 miles behind us, the Peugeot still running as good as ever and where we were greeted by our wives, Pat and Elsie and Wilf's daughter Lynette along with my Dad.

It was the event of a lifetime, and in no way could I thank Wilf Murrell enough for his company, driving and navigation skills, for when drivers like "Gelignite" Jack Murray, Peter Antill, "Duck" Anderson and many more come up and shake your hand and say: "Well done," to me that's something.

We had 24 hours to wait before being declared the winners and receiving our cheque and trophies. The Peugeot 403 was put on display at the Sydney Industrial Exhibition.

The Sydney dealers, Harden & Johnson, presented us with a new Peugeot 403 and £500 cash, plus a beautiful trophy. We were also presented with a solid silver cigarette case each from Mr Peugeot of France, a silver jug from Olympic Tyres, being the only trial drivers ever not to receive a puncture.

We finished with a total loss of 258 points – 7,000 miles later.

"Ampol For Me!" say TRIAL WINNERS



Ampol Trial winners, W. A. Murrell and A. F. W. Taylor, say: "Of the many things we learned in this toughest of all trials, one fact was never in doubt—Ampol petrol and oil were more than equal to our severest demands. We got maximum power from our engine, plus fuel economy, which was vital in covering the big 500-mile stretches. When the head was removed, carbon deposits were abnormally low. Ampol is certainly a 'mile-maker' in every way."

AMPOL... the mile-maker!

OWNED AND CONTROLLED BY 40,000 PROUD AUSTRALIANS

Would you drive a car called Poo?

For European brands hoping to make inroads in North America, the biggest hurdle may be their confusing monikers

David Booth

IF EDMUNDS.COM'S prognostications are correct, it's possible we could face yet another attempted European invasion of our car dealerships. Carlos Tavares, PSA Peugeot Citroën's new chief executive (ex of Renault-Nissan, by the way, so he at least knows something of our market), is reputed to be looking upon the re-energised North American economy with enough envy that he wants to launch a three-pronged French offensive upon our shores — Peugeot, Citroën and a new upscale DS brand, based on the most successful of Citroën models.

Of course, we can probably take this talk of an imminent invasion with a grain of salt; save for the German luxury marques, our Continental cousins have proven woefully inept at plundering North American sales. Alfa Romeo has threatened invasion so many times — the latest with the achingly beautiful 4C — that it has become the John Tory of automobile manufacturers, and Fiat's promise of a full-fledged takeover with the 500 (and the unfortunately shaped 500L) has barely established a beachhead.

But it will almost assuredly lead to some curious pronunciations from our friends south of the border. Their mispronunciation of DS — Day-ess is the correct French inflection — will hardly cause any consternation, but I am assured by my Francophone friends that when most Anglos try to say Citroën with some sort of French intonation, it sounds a lot like *citrouille*, or pumpkin. Thank the Lord, then, that Andre Gustave changed his name to Citroen (the diaeresis was added later by a teacher) from Limoenman, the irony hopefully not lost considering Citroën's reputation as quirky, unreliable lemons.

Nonetheless, I suspect it is our American

friends' pronunciation of Peugeot — the closest English articulation has the *Peu* sounding like a soft "e" — that will likely engender the most dismay, with the Yanks almost universally referring to the brand as Poo-Joe. Indeed, a quick Google search reveals that Jalopnik, a leading automotive site based south of the

border, actually endorses a video specifying the faeces-related pronunciation as correct and one needs to just search Yahoo Answers to relish the confusion. If the company does come to North America, I predict an entire campaign surrounding the pronunciation just as Porsche showroom sales staff are always trying to convince the uninitiated to say "Porsh-ah."

And any reference to poo is the mildest of scatological references compared with the

ence, telling someone to go Buick himself is one of the first pejorative phrases that a 10-year-old (it might have been eight) Northern Quebec boy learns.

Nor, of course, is the French language the only source of moniker merriment. Quite how Mazda managed, with what one assumes was a straight face, to name one its little microvans the *Laputa* is quite beyond me. Did they not watch *Miami Vice*? Or *Scarface*? Though it is supposedly a completely non-sexual reference to the floating island in *Gulliver's Travels*, having your car referred to as the lowest of street walkers by the entire Latino community would not seem like the best of marketing concepts. General Motors, seemingly more sensitive to the Spanish-speaking market, wisely renamed its *Nova* — no va, as in doesn't go — *Corsa* in many markets.

Mitsubishi had to do the same with one of its most popular SUVs. Its *Pajero* nameplate, for instance, officially translates into, "He who fiddles with himself for sexual gratification," though



Mrs Palmer: General Motors Canada, for a time, renamed its mid-sized sedan the Allure because *LaCrosse* was the slang term for "masturbation" among teenagers in Quebec.

French translation of Toyota's once extremely popular MR2. *Em-err-deux* repeated quickly enough becomes *merde*, which, even a casual fan of French cinema noir will recognize as the stuff that hits the proverbial fan. Toyota wisely dropped the numerical suffix in France and just called it the MR. Nor is the MR2 the only faeces-related misnaming. I am pretty sure Audi, for instance, doesn't want its entire e-tron electric vehicle program referred to as a turd, which is roughly what the word *étron* means in France.

And this casual disregard for what car names mean in our other official language goes beyond mere bowel movements. General Motors Canada, for a time, renamed its mid-sized sedan the

even Google Translate refers to the recipient of said description as a "wanker." Nissan, meanwhile, got into the bodily function business with its *Moco*, which would have meant "booger" or "snot" had it been imported unchanged into Spanish markets. Imagine the pride of new vehicle ownership as one proudly announces that his or her first new car — the *Moco* was one of Japan's entry-level micro "kei" cars that are about the size of a breadbox — is the Nissan Nose Picker. And the ad campaign — perhaps a bunch of snotty six-year-olds going "deep" with Curtis Armstrong, the much-soiled *Revenge of the Nerds* character, as corporate shill — would have been priceless.

Not all misnamings have to do with boogers, bodily functions or bawdiness, however. Sometimes, it's just lousy timing. Toyota was caught with a little egg on its face by having its top-of-the-line *Celica GT-S* named the *Tsunami*. The reference, one presumes, was intended to mean a seismic wave of new technology, performance and style. Unfortunately for Toyota, just one year later, an actual seismic wave of water hit the Indian Ocean — see *The Impossible* starring Naomi Watts and Ewan McGregor — claiming more than 230,000 lives.

Insensitive as it was, I'm still not convinced it's worse than having a car called Poo.

— from *Driving.ca*



Allure because *LaCrosse* in French is a reference to Master Bates' favourite pastime in *La Belle Province*. Indeed, speaking from personal experi-

Toyota's MR2: The car's name hit the proverbial fan in France, as *em-err-deux* repeated quickly enough becomes *merde*, another word for faeces.

Where Peugeot could have tried harder



504 Dangel

Rich Jewell

UNLIKE MANY manufacturers Peugeot has not really embraced the cult of four-wheel drive, either in traditional 4x4 form, or as a sporting sedan. Indeed, Peugeot was not the first to get a Peugeot 4x4 rolling.

Leaving aside Peugeot's specialist vehicles for military use, the French company Dangel actually produced the first mainstream Peugeot with four-wheel drive available to the general public.

In the late 1970s, Henri Dangel started work on a jacked up 4x4 version of the 504, and he clearly wasn't interested in half measures.

Massive ground clearance, the incorporation of a separate chassis, and proper four-wheel drive with low-range, etc. were all incorporated into his masterful design.

The Dangel 504 went on sale in 1980 and about 5,500 estate versions were produced, with sales bolstered with large orders from the likes of the French national electricity supplier, and various Gendarmeries. Other versions of the 504 were also produced including pick-ups and king-cab type conversions.

The Dangel company is still going to this day and over the years has mainly produced Peugeot-based vehicles, including 505s, and even 306 SWs! Today Dangel sticks to more utilitarian models such as the Bipper, and has sold almost 25,000 vehicles since Monsieur Dangel's first prototype.

But what about Peugeot? Very little, and sometimes half-hearted is the answer.

The 05 series saw the homologation versions of the 205 T16, but few of these were produced and it was far from being an attempt at an every-man four-wheel drive.

However, the 405 brought some interesting variations. The Mi16x4 was a phase I 1.9-litre Mi16 with 4x4 and a cutdown version of the Citroën BX's self-levelling suspension on the rear. The extra weight and mechanical losses cropped the performance somewhat, bringing the 0-100 time to nearly 10 seconds.

On the plus side the extra grip and the distribution of the extra mass made for a fine handling car, and gave us a glimpse of the future of sporty AWD saloons, such as the Subaru Impreza.

Yes, Ford did indeed produce a four-wheel-drive version of the Sapphire Cosworth and the cooking Sierra XR, but they still possessed a 2/3 power split in favour of the rear axle, almost as if Ford was frightened of going for a true AWD set-up.

Audi and Lancia had also produced sporting saloons and hatches with four-wheel drive, but in Audi's case the mechanical layout was far from conventional, and in Lancia's case they were wonderful but expensive and fragile exotica, halfway to being supercars.

As we can see, the Mi16x4 was the first sporty sedan

with relatively simple mechanicals presented in a package intended to appeal to a mass market.

Peugeot briefly took the idea one step further with the barnstorming 405 T16, but instead of progressing the idea the company dropped it, leaving Subaru to really run with the concept and completely rejuvenate its brand (and its bank balance!) with the Impreza. Yet another inexplicable missed opportunity from Peugeot's modern history.

While all this was going on there was a more mundane, yet perhaps even more interesting four-wheel-drive 405.

Available as both sedan and estate the 405 4x4 was based on the GL model, and aside from the badge on the rear was practically indistinguishable from its FWD stablemates. This model was interesting as instead of being full-time AWD like the Mi16x4 it was FWD but with a manually selectable locking diff that engaged the rear axle.

It has been many years since I have seen one



of these, and information is very scarce, so I do not know if there were other changes to the engine, trim, etc. for this model.

All this four-wheel drive fun with the 405 was short-lived, and by the time the 1990s were in full swing 4WD had disappeared from the normal passenger car range, not to reappear until the 4007 came along in 2007.

This was a joint project with Mitsubishi, whereby Peugeot essentially took a Mitsubishi Outlander, fitted the 2.2 HDi engine, revised the suspension rates and slapped on the then corporate grille. More of an off-roader than its 405 ancestors were, but still lacking the low-range transmission and individual diff locks to make it a full-on mud pluggger.

Nevertheless, it was a fine car capable of reliable all-season motoring but sales suffered due to its questionable looks, absence of any serious marketing attempt, and probably Peugeot's lack of prominence and cachet in the sector.

Who was going to spend nearly £30,000 on a 4007 when that put you within spitting distance of a BMW X3? It mattered not to most buyers that the 4007 was actually sharper to drive than most of its rivals, and another "nearly" Peugeot died forgotten and unloved with only a few thousand sold in the UK.

And that really has been it for the conventionally mechanically propelled four-wheel-drive car

Peugeot's facelifted 508 RXH 4x4



in the Peugeot range.

However, in the past two years the future of 4WD with the brand has taken an interesting turn with the introduction of the 3008 Hybrid 4, closely followed by a 508 Hybrid 4 and 5008 RXH.

A conventional diesel engine up front, but connected to a load of hybrid trickery which drives the rear axles with electric motors, giving FWD with diesel power, RWD with electricity, or 4WD with both. It sounds like a lash-up, but word is creeping back from owners that the system works very well.

Despite the RXH's slight extra ride height and grey plastic bumper and sill cladding, no one would seriously believe these vehicles are for proper off-road use. However, like the 4007 before them it would seem the combination makes for a car with fantastic all-condition

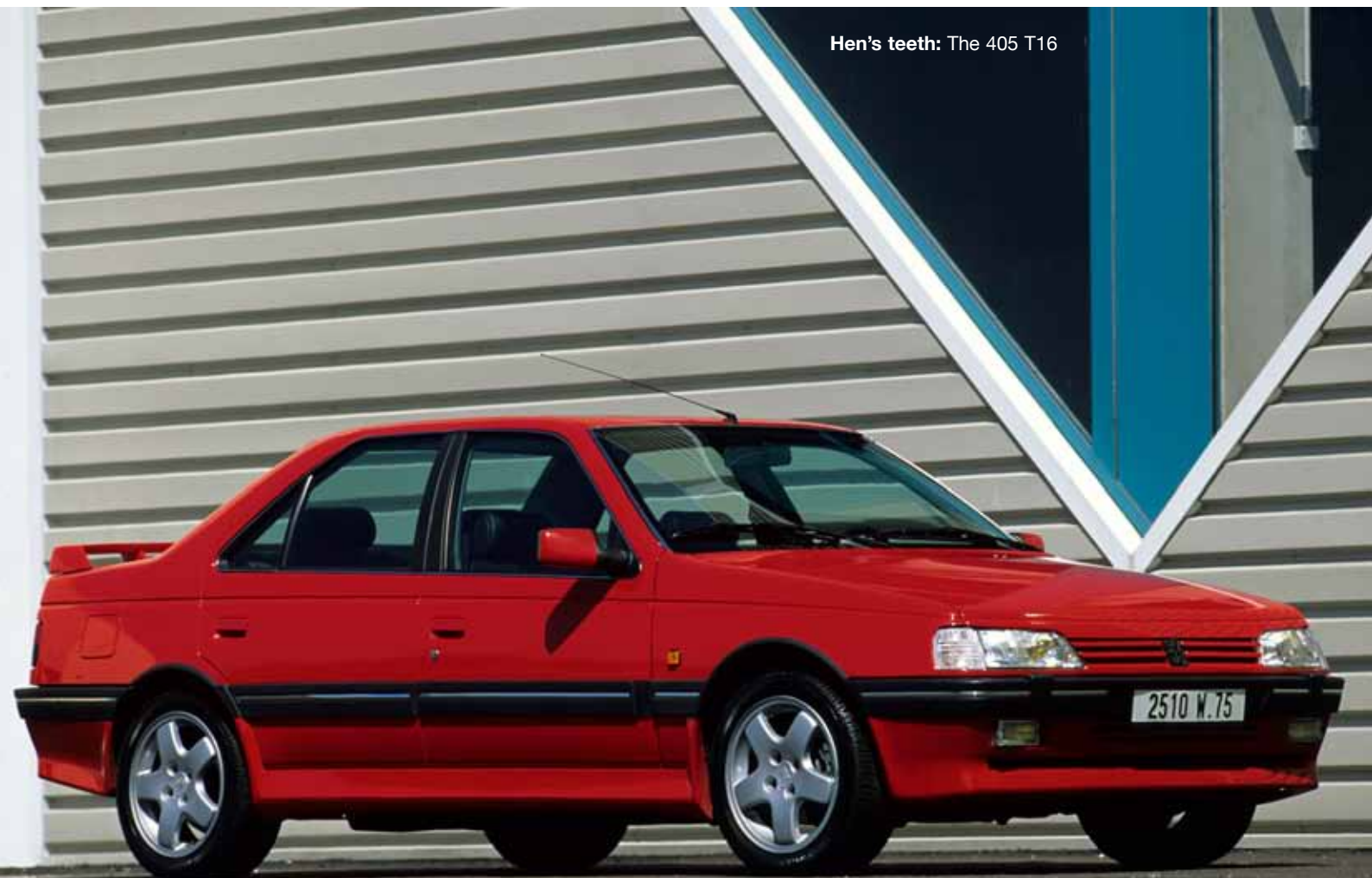
capability.

Not all 4x4s are good in the snow, but the Hybrid 4s are building a reputation as grippy and balanced, and when you're not squinting into a blizzard they're also giving real-world consumption north of 70 mpg – a far cry for the EU laboratory figures, but remarkable for a car that can handle such poor conditions on the one hand, and dash from 0–100 in 8 seconds on the other.

I do hope that PSA doesn't get cold feet with this technology and drop it in favour of a more conventional approach – with the present financial difficulties and restructuring of the manufacturing division it must be tempting to take a safe, less R&D intensive stand on new models.

Yet if they stick with it the future could be rosy, as Subaru gleefully discovered when it picked up where the wonderful Mi16x4 left off. — from *The Peugeotist*.

Hen's teeth: The 405 T16



Podium for Timmy



Peugeot Sport

Swedish driver Timmy Hansen finished second in the sixth round of the FIA World Rallycross Championship at Mettet in Belgium, scoring the first podium for Team Peugeot-Hansen 208WRX Supercar.

Developed by the experienced Hansen squad, the 208 has consistently proven front running pace over the first five events of the season but bad luck had previously prevented a top result

until Mettet, where Hansen set fastest lap times in heats two, three and four before finishing third in his semi-final and second in the final. Team mate Timur Timerzyanov also made it to the semi-final and only just missed out on a place in the final, he finished fourth in semi-final two. The team are now comfortably third in the World Championship standings.

Timmy Hansen: "The whole team has worked so hard for this result, it means so much to us."

Former single seater driver Timmy Hansen

had some frustrating heat races in Belgium, and it wasn't until the young Swede got a clean run in heat four that he was able to show his hand, he set fastest heat time by over 2.5 seconds from his nearest rival. Hansen pushed as hard as he could through both the semi-final and final to finish on the podium for the first time in 2014.

image
"This result has been a long time coming, we have been quick all year and it's just so great to be on the podium, I'm so happy. The whole team has worked so hard for this result, it means so much to them. I had a tough time this weekend, I started on the outside in every race I did, but the car was really fast. In the semi-final I pushed so, so hard to get to the final, but to get on the podium from sixth on the grid in the final is fantastic. I didn't make a very good start, but we just didn't give up, the car was so good and really fast all weekend."

Timur Timerzyanov: "Congratulations to my team mate today, he did a good job."

Like Hansen, double European Rallycross Champion Timur Timerzyanov had a bad run of luck through the heats, never getting a clear run that would enable him to set the heat times his lap times showed he was capable of.

image
"I didn't get a clean run in any of my heat races, then in the semi-final we were stuck on the outside at the first corner so I lost position and couldn't get back to third to make it to the final. I made a few mistakes, but congratulations to my team mate today, he did a good job."



Kenneth Hansen: "The second place feels so good. Timmy just didn't give up in the final."

Team Peugeot-Hansen principle Kenneth Hansen is delighted by the first podium finish for the new Peugeot 208, good reward for the hard work of his experienced team with a brand new car in 2014. The Swede believes that a podium for Timerzyanov is also just around the corner.

"We have been in the final before but now finally we have got to the podium. The second place feels so good. Timmy just didn't give up in the final, he just fought and fought and fought. He had some bad luck in the third heat when he spun with a plastic barrier under the car, so he lost some places there, but we had a good weekend with the pace of both cars. Timur had some bad luck in the first corner in the semi-final, he made some mistakes too, but that's very easy to do when you are pushing to the limit like these guys are. I'm sure he will score a podium soon as well."

The World Rallycross Championship now heads to the first ever event outside Europe, where Team Peugeot-Hansen will be back in action at Trois-Rivieres, Canada (7th - 8th August).

FIA World Rallycross Championship round six, Belgium: Final Result

- 1 Toomas Heikkinen (Marklund Motorsport, VW Polo)
- 2 Timmy Hansen (Team Peugeot-Hansen, Peugeot 208)
- 3 Johan Kristoffersson (Kristoffersson Motorsport, VW Polo)
- 4 Petter Solberg (PSRX, Citroen DS3)
- 5 Anton Marklund (Marklund Motorsport, VW Polo)
- 6 Pontus Tidemand (EKS RX, Audi S1)

FIA World Rallycross Championship Drivers standings (after round 6 / 12)

- 1 Petter Solberg (PSRX, Citroen DS3), 125 points
- 2 Reinis Nitiss (OlsbergsMSE, Ford Fiesta), 122 points
- 3 Toomas Heikkinen (Marklund Motorsport, VW Polo), 117 points
- 4 Andreas Bakkerud (OlsbergsMSE, Ford Fiesta), 99 points
- 5 Anton Marklund (Marklund Motorsport, VW Polo), 85 points
- 6 Timmy Hansen (Team Peugeot-Hansen, Peugeot 208), 78 points
- 7 Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208), 76 points

FIA World Rallycross Championship Teams standings (after round 6 / 12)

- 1 OlsbergsMSE/Ford, 221 points
- 2 Marklund Motorsport/Volkswagen, 202 points
- 3 Team Peugeot-Hansen, 154 points
- 4 PSRX, 139 points
- 5 Monster Energy World RX Team, 60 points
- 6 Albatec Racing, 16 points



Peugeot family kicks out its ex-chairman

Michel Micheson

IN AN EPISODE cut-out for a Dynasty kind of television series, the Peugeot car family kicked out one of its more vociferous members of the company he had long tried to keep both independent and in family hands.

The decision marks a clear break and shows the rest of the family is supportive of the future of the car group, and its employees, in an alliance with China's Dongfeng Motor Corp, and does no longer want to be the back-seat driver of the listed company that is the second-largest European volume auto maker behind Volkswagen of Germany.

It also shows the family has woken up to the illusion they can run a global car group from their midst and puts paid to a kind of benevolent family capitalism that worked well a century ago.

It is also sweet revenge for another of the many nephews in the dynasty, Robert, who got side-stepped previously in one of the many dramatic moments in the firm founded some 200 years ago in the east of France by two protestant brothers in a family of metal workers who also went on to make bicycles and pepper mills.

Thierry Peugeot, chairman of Peugeot Citroen between 2002 and April 2014, was the "hands-on" representative of the family in the executive suite with offices not far away from the chief executives he picked, such as ex-Airbus CEO Christian Streiff – who did not last very long due to health issues – and Philippe Varin who came from Anglo-Dutch steelmaker Corus.

Whatever his many qualities, Thierry does not have the mettle of a Ferdinand Karl Piech, the grandson of the founder of Volkswagen group who, born in 1937, still is the chairman of the supervisory board.

Thierry was born in 1956, has a diploma of the Essec management school and succeeded his father Pierre as PSA chairman in 2002. Thierry started his career at French aerospace parts group Air Marrel, now in Chinese hands, and joined PSA in 1988.

Varin headed PSA during the European car sales crisis and quickly understood radical change was needed. He tried to seal several alliances, with Mitsubishi of Japan, General Motors of the United States and each time ran into a wall of opposition from Thierry Peugeot.

Nevertheless, while PSA was bleeding cash, he worked on a deal to save the company with the help of Chinese carmaker Dongfeng – already a production partner in China – and the French state, which was anxious about the thousands of jobs in the factories PSA still kept in France, while many small cars were already produced in Slovakia.

Thierry looked in vain for another solution. Varin was supported by Robert, who had been in line to become chief executive when Christian Streiff was hired.

Robert had since been heading one of the family office firms – an investment fund with several participations including the Chateau Guirard vineyard – and the family was split between the fans of Thierry and Robert with some neutrals.

Now the group has as chief executive Carlos Tavares, a "motor-head" who was the right-hand man of Renault-Nissan boss Carlos Ghosn until the Spanish Carlos publicly aired his ambition to replace his Brazil-born mentor.

The French state and Dongfeng also wanted a new chairman and "serial state entrepreneur" Louis Gallois – ex Airbus, EADS, railways SNCF, metro RATP – obtained the post.

Tavares came with a novel solution to PSA's long internal strife between the Peugeot brand and Citroën brand. Instead of trying to tame them, he gave them more marketing liberty and even created a third brand "DS" for better market segmentation.

Meanwhile the production of the three brands' vehicles is further harmonised.

The management in place, the alliance signed, a capital increase under way, time to settle some family scores. In a brief two-paragraph statement family firm EPF announced Thierry Peugeot would no longer represent the family on the

board of directors and be its vice-chairman.

He will be replaced by his sister Marie-Helene Roncoroni. Jean-Philippe Peugeot will also leave the board and be replaced by family member Frédéric Banzet, managing director of the Citroën brand. Robert Peugeot sat already on the board, representing the other family vehicle FFP.

The reason is because Thierry publicly took distance from the alliance decision and the role of the French state.

The result is that the family is now at the service of the car group and the company not at the service of the family interests.

Watch for the next episode in this Dynasty series.

— from the *Wall Street Journal*.

French car letter day

Club members helped provide a good display of French cars to help celebrate the centenary of the first airmail and airfreight flight in Australia in July 1914.

French aviator Maurice Guillaux made the historic flight from Sydney to Melbourne in a 100 km/h Bleriot XI monoplane that is now in the Powerhouse Museum collection.

He took off from Flemington showgrounds and made landings at six towns on the way, giving the crowds displays of aerobatics, and reached Moore Park on the third day, slightly delayed by bad weather.

The Aviation Historical Society organised the commemorative flight with a modern Jabiru, an aircraft of similar size and weight to the Bleriot, and it followed Guillaux's path to Bankstown airport.

Paul Playoust took over as French car wrangler for the Bastille Day event after organiser Tom Lockley required urgent surgery.

Rob Payne met the plane in Wagga Wagga with two Peugeot 504s and a 1904 Delage was at Bankstown.

Displayed at the Powerhouse reception in the evening, when the mail was delivered to officials, were Rob Verhagen's Peugeot 203, Phil Challinor's 505 and Ross Berghofer's 505 wagon; Bill Schenk's Big 15 Citroën, Barry Lee's DS, Morrie Barrett's Simca coupé, Alastair Browne's Renault 16TS, Frank Wicks's 750 and Eric Luth's Alpine 110.

Confronted by cars gleaming from the previous day's show at Silverwater, French consul-general Eric Berti expressed his pleasure at the work of the French car enthusiasts and his appreciation of All French Car Day.

Guillaux returned to France with Australian troops and became a test pilot. He died in a crash in 1917.

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Pugs go with glamour

Peter Wilson

ATTRACTIVE NEW Peugeots have been lined up with two of Hollywood's hottest young actresses in new movies, Scarlett Johanssen and our own blonde bombshell Margot Robbie.

The second generation Peugeot 308 can be glimpsed during a chase through Paris in the television trailer campaign for the sci-fi thriller Lucy, which opened in Australia cinemas on July 31.

Driving the European Car of the Year is 29-year-old Johanssen, who Esquire magazine dubbed "the sexiest woman alive" in October.

The New Yorker plays a student being used as a drug mule and she becomes a super-human after the illicit substance leaks in her body.

She gains the brainpower to take the wheel of the nimble Pug and zip along with ease against the heavy traffic.

An early review described the film as a

delirious jumble and praised Johanssen's performance.

Director Luc Besson – dubbed an "art schlock hero" by Vanity Fair – is an old hand with the car action genre, with Peugeots and with bumper level camerawork of fast road sequences.

He wrote the 1985 film Subway in which a Peugeot 205 is driven down some steps and into a subway station and then the 1998 French hit



Paris location: Scarlett getting to know the 308.

Taxi is an exhibit at the Peugeot Museum.

Even when Besson cheated by using a BMW 735i in The Transporter in 2002, he demonstrated how adept a Peugeot 307 police car was at sideways movements and the film has plenty of Pugs in background roles.

Besson chose a Peugeot RCZ and the 208 GTi hot hatch for his Kevin Costner thriller, 3 Days to Kill, released a few months ago and now on cable and DVD.

We won't see the next film with the RCZ until February, a romantic comedy with Will Smith and Robbie, who the latest



308 action: Going fast against Paris traffic.

action comedy Taxi and its two sequels starring a hotted-up Peugeot 406 flying cab. The car from

Vanity Fair described as "Australia's latest film goddess" after her sizzling performance as a trophy wife in The Wolf of Wall Street. Former Neighbours girl-next-door Robbie, now 23, has landed a string of other big roles, including Tarzan's Jane.

Smith drives the RCZ, playing a grifter who becomes involved with the girl.

Automobiles Peugeot said Peugeot Mexico and Peugeot Argentina provided the RCZs to the Warner studio for the scenes shot in New Orleans and Buenos Aires.

The film was delayed in post production and while we tried to find a photo of Robbie with the Pug, so far only bystander pictures have emerged from the day that commuter traffic was diverted around the filmmakers in the centre of Buenos Aires.

The distinctive good looks of the RCZ series caught the eye of other movie makers and the Box Office Agency, a Californian movie car hire firm, imported one to the US in January 2012.

It appeared for a full eight seconds in the background of the title airport sequence of CSI: Crime Scene Investigation episode 13.10.

The RCZ's actual film debut was in a 2010 Chinese romance called Holding Love, but it was upstaged when the newlyweds chose a 308 CC.

The RCZ had a more important part in the 2011 Polish comedy Och, Karol 2 where it helped the image of playboy Karol, actor Piotr Adamczyk, when he was driving around Warsaw.

An RCZ was also used as a background vehicle in an early scene in a Polish thriller last year called The Vulture.



Buenos Aires: Commuter traffic was diverted for the shoot.

Hank's Outback Trips 2014

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

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

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

Peugeot at Dakar

2008 DKR revealed



Peugeot has published a full set of details about the 2008 DKR, a purpose-designed race car built to spearhead the automaker's return to the iconic Dakar Rally after a 25-year hiatus.

Driven by experienced pilots Carlos Sainz and Cyril Despres, the 2008 DKR features a carbon fiber body bolted to tubular steel frame. It features a menacing look with angular headlights similar to the ones found on the regular-production 2008, a thin radiator grille and black alloy wheels mounted on off-road competition tires manufactured by Michelin. A two-tone flat paint job wraps up the murdered-out look, while a coupe-like silhouette adds a sporty touch to the overall appearance.

Power for the 2008 DKR comes from a 3.0-liter twin-turbocharged diesel-burning V6 rated at 340 horsepower and an impressive 590 lb-ft. of torque. Mounted behind the passenger compartment, the twin-turbo mill spins the rear wheels via a six-speed sequential gearbox.

Although critics are skeptical Peugeot can win Dakar with a two-wheel drive car, engineers believe the 2008 DKR has the potential to perform better than four-wheel drive racers entered in the event by competing automakers.

"Given the off-road capability of two-wheel drive transmission and its ability to run on sand, that's the choice we ultimately went for. It enabled us to fit bigger wheels and also to



benefit from more suspension travel," explained Jean- Christophe Pailler, Peugeot Sport's Project Leader.

Peugeot is set to enter three 2008 DKR in the 2015 Dakar Rally scheduled for April next year. Drafted to pilot the cars are Spanish rally ace and former WRC champion Carlos Sainz, followed by Frenchmen Cyril Despres and Stéphane Peterhansel.

The Mini All4 Racing team has dominated the Dakar Rally in recent years, with wins in 2012, 2013 and 2014. In this year's event, its drivers stood atop all three steps on the podium, and it had seven cars in the top ten. However, Mini's superiority is getting a big challenge in 2015



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because Peugeot is returning to the rally with Red Bull as its sponsor. The team's weapon of choice is the new Peugeot 2008 DKR piloted by Dakar veterans Carlos Sainz and Cyril Despres.

Peugeot is not new to the event, having scored wins from '87 to '90, and is taking its return seriously. While the DKR is called a 2008, it bares only a passing resemblance to the road

car. The team handed off a list of demands to the engineering department, specifying things like the dimensions, cabin space and approach angles. What the designers came up with is one mean-looking machine. It has super-wide fenders covering up 37-inch Michelin tyres, practically no overhangs, a lifted suspension and two doors. The creators admit the look only draws inspira-

tion from the standard car.

The team has revealed that it's using two-wheel drive because it allows them to run more suspension travel and bigger tires. Watch the team's reveal video for the car.

www.youtube.com/watch?v=Eixmk42s5cA

CHASSIS

Type	Tubular steel
Bodywork	Carbon
SUSPENSIONS / BRAKES / STEERING	
Suspension	Double wishbones
Springs	Coil springs (two per wheel)
Dampers	Adjustable (two per wheel)
Anti-roll bars	Front and rear
Steering	Hydraulic power steering
Brakes	Hydraulic dual circuit, one-piece light alloy callipers
Discs Front	Vented discs 355mm (diameter)
Discs Rear	Vented discs 355mm (diameter)
Wheels	Aluminium two-piece wheels
Tyres	Michelin 37/12,5x17

DIMENSIONS

Length	4,099mm
Width	2,033mm
Height	1,912mm
Front overhang	641mm
Rear overhang	658mm
Wheelbase	2,800mm
Fuel tank capacity	400 litres
Weight	1,280kg

ENGINE

Type	V6 bi-turbo
Cubic capacity	3.2 litres
Number of valves	24
Position	Mid-rear
Number of cylinders	V6 ('vee' angle = 60°)
Maximum power	340hp
Maximum torque	60mkg
Maximum revs	7,800rpm
Top speed	200kph

TRANSMISSION

Type	Two-wheel drive
Gearbox	Longitudinally mounted six-speed manual sequential gearbox



Home on three cylinders

40 years ago

1974 State transport minister Milton Morris rode a Peugeot bicycle when leading a demonstration to ban cars from the inner city area. Two models are promised in December, one collapsible so it will fit in a car boot.

Damien Jenkins unveiled at a Leppington dust-raising day an open wheeler special with Triumph engine, Peugeot seats and anything else he found lying around.

Road tester David McKay declared in the Sunday Telegraph that the only defect in the Peugeot 504 was the lack of a coat hook.



French rider Christian Taillefer attempting another downhill speed record on his Pug.

30 years ago

1984 A blown 504 head gasket doesn't stop David Wood and Michael Osborn from driving 200 km home from a forest rally. They ripped out the pushrods and spark plug from the dud cylinder and continued on



three working pots, making four water stops.

The Michelin Man warns members that under-inflation is the major cause of tyre wear.

Cal Makin confesses that his interest in Peugeots began when a 203 hubcap rolled onto the front lawn of his parents' home near Toronto. He bought a complete 203 in 1966.

25 years ago

1989 More than 70 Peugeotphiles made their way to Binalong for a Bastille lunch in a colonial restaurant.

The oldest Peugeot at the Bastille display at Prospect Reservoir was Greg Mackie's Type 175 torpedo sport, making a contrast with the newest beside it, a 405 Mi16 from Trivett Classic.

Editor Chris Deligny gets a tip that there's a Peugeot Bébé among cars from the Gilltrap Auto Museum collection coming up for auction as well as the original film star veteran Genevieve.

20 years ago

1994 Long-time Pug dealer John Regan tells the 203 anniversary meeting in Melbourne that about 6,000 examples of the model were sold in Australia. Statistician Gordon Miller says he lists 320 in his computer – about 5 per cent have survived.

Morgan Touvron turns up for All French Car Day at Chipping Norton in his Peugeot 504 with a P76 4.1-litre alloy V8 under the bonnet.

Toyota engineers in Melbourne trying to "localise" the new wide-bodied Camry and optimise the steering and handling, used a Peugeot 405 as their benchmark,

much to the surprise of their Japanese colleagues, according to Wheels magazine.

15 years ago

1999 Inspecting the busy engine bay of Greg Lock Lee's 406 SV, members find a cache of parts. They must have been

taken off during a service, overlooked and then replaced with new ones!

Peter (Flash) and Caroline Flanagan arrive at All French Car

Kiwi Tweaks: Canterbury Club president Tony Haycock gives the l'Aventure Peugeot mechanics some valuable advice on their newly-restored Type 184 laundalet, while waiting for a tour of the workshop in Sochaux.



Workhorse to show pony: Bob Taylor's newly restored 1959 403 ute is judged best Peugeot at the 2009 All French Car Day after being best in the 1950s class on its debut at the Easter Pageant.

Day from Queanbeyan and he declares that the trip meter has just registered 203 on his (what else but) 203. His classic Peugeot 175 torpedo sport is for sale.

Collector Richard Williams parts with his 504L, a base version sold in the UK with a beam axle, hypoid diff and rear drum brakes. Pug mechanics eyes light up when they realise the possibilities for 404 modifications, but it's too good to wreck.

10 years ago

2004 In the midst of the great drought, it rained intermittently but did not spoil All French Car Day.

A Bosch expert says fuel enters the cylinder of common rail Peugeot diesels at a pressure equal to balancing a two-tonne vehicle on a single stiletto heel.

Why does he call himself V6? Steve Palocz was photographed at the wheel of his 1970 Peugeot 504 Ti in a three-page spread on the model in Australian Classic Car in June. The photo shoot took two hours.

Five years ago

2009 Peugeot Museum mechanics had to learn about sleeve valve engines from scratch in restoring the magnificent Type 184 laundalet but the grand old Pug was missing, belching, spluttering and smoking when Canterbury club president Tony Haycock saw it on a test run before it was due to collect Thierry Peugeot from the airport. He'd had the same vintage car problem and showed the museum mechanic how to fix the vacuum fuel tank.

A few moans about having All French Car Day at Auburn Gardens from the usual suspects so the 2010 event will be back at Silverwater Park.

Hybrid Air or oil power?



We take the innovative Peugeot Hybrid Air prototype, a car which replaces batteries with compressed air, for a test drive around Paris

THE PEUGEOT 2008 Hybrid Air prototype is the first fully-functioning showcase for PSA's compressed air hybrid technology. It's the French answer to BMW's electric iCars, and Audi's plug-in hybrid e-tron range, and makes a small crossover like the 2008 capable of an impressive 97.4mpg and 69g/km, without the need for a heavy and expensive battery pack.

Central to the Hybrid Air's powertrain is a compressed air tank, entirely self-contained, which can hold 20 litres of nitrogen and oil at a pressure of 220 bar. It works by discharging this tank and forcing the oil through a hydraulically actuated motor which spins the front wheels.

Why go to all that trouble? Peugeot's ultimate target is to make a 2.0l/100km (141mpg) car a realistic and affordable showroom possibility, and reduce average CO2 emissions for its entire range to 116g/km by 2015 – and this Hybrid Air technology is seen as a crucial way to achieving that.

Our test drive took place right in the heart of Paris behind the wheel of a 2008, but whether the system makes it to production in this model or a Citroën C3 (the model in which the technology was first shown) is yet to be decided. Emerging into the French capital's notoriously anarchic hustle and bustle, the automatic test mule crossover glides serenely in the zero emissions mode offered by air-only power. As per any hybrid car you've driven, the system works in purely electric mode until either the 'charge' (or in this case, air) is depleted, or when more acceleration is demanded.

The Hybrid Air system can operate in zero emissions air mode, petrol-engine-only mode, or petrol and air in combination. Driven carefully, it takes about 500 metres for the tech to exhaust itself around town, and the 81bhp 1.2-litre turbo-charged three-cylinder petrol engine kicks in with

a gruff low growl to help push things along. It's a momentary boost, as fully recharging takes no more than ten seconds at city speeds, and despite the apparently short range the centre display still claimed 60 per cent of our journey was emissions free.

The recharging is done by a 'hydraulic' pump that recirculates oil back into the main tank, not just when the petrol engine is on, but when you come off the throttle and hit the brakes, too. In that respect it's similar to a battery hybrid's regenerative braking system.

Threading the car down narrow Parisian streets and wide main roads exposes a few flaws though: It's sluggish off the line compared to an EV hybrid, and there's lack of power assistance to the steering, which feels heavy at lower speeds, although that's something Peugeot's engineers can work on recalibrating.

It's also tricky to stay in zero emission mode as even small squeezes of the throttle cause the engine to fire up, a result of the longer gearing designed to keep emissions down. This 2008's prototype status has to be taken into account, and the congested city streets meant we couldn't use all of the claimed 121bhp and 200Nm of torque, but even so – boosting the performance is an area that needs improvement.

At the moment, comfort is the name of the game and the powertrain is at its best when cruising. The ride was suitably refined, too, soaking up the Parisian cobbles and bumps with minimal fuss. It helps that the compressed air set-up is lighter than the equivalent battery-powered hybrid technology, and Peugeot's efficiency drive is backed up by a more environmentally-friendly manufacturing and recycling process.

On the road running costs obviously

benefit as well, with a claimed 97.4mpg average whilst emitting just 69g/km. In comparison, a regular Peugeot 2008 1.2 automatic manages 65.7mpg and 99g/km.

Best of all though, engineers claim it's cheaper to produce, and therefore hope to pass these savings on to customers. A production model is a few years away yet, but when it does arrive expect a similar price mark up over standard petrol models as for an automatic diesel variant. If it makes its way to the recently launched C4 Cactus then, prices could start from around £17,000.

Verdict

With Hybrid Air technology Peugeot is addressing the biggest barrier to customers buying electric cars and plug-in hybrids – the cost. The simple but effective technology could be added to a wide variety of engines for a small price premium and boost economy significantly. The prototype we drove is far from perfect – it felt sluggish and the engine was too eager to kick in – but the theory behind it is sound. Let's hope Peugeot can finesse the technology and bring it to market as soon as possible.

— from *AutoExpress*



For sale

306XSi, 1999. Diablo red, black interior, sunroof, roof racks, 160,000km, good cond, \$4,100ono, Mike Archbold, 02 9873 2848, 0410 816 425

404 sedan, 1969. Alpine white/ferrous brown spots, brown upholstery, porous floor, one headlight, crusty tyres, no reg since last century, no brakes, 99% complete, worse have been restored, or for parts, Philip, Berowra, 02 9456 2989

406 wagon. 5-speed, turbo diesel (not HDi). 5/98 build, 2/99 compliance. Rego BX93ML. Was doing 5.9l/100km until engine developed a fault. Travelled over 350,000km, alloy wheels with good tyres, and a professionally-built HD towbar. Will take \$250 for the whole car, or \$350 for just the towbar, or offers please. Please ring Richard 0422 779 977 (son, it's his car, and he's replaced it with a 407 HDi wagon), or Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com, can email pictures. Can deliver too (eg Sydney for \$100).

504 Diesel, 1979. White, fitted with 505 turbo XD2S diesel, engineers cert, engine, turbo, clutch and injection pump reco'd 25,000km, 5 sp gbox, 4 wheel disc brakes, 505 seats, pwr steering, Cheviot alloy wheels. All rust repaired and treated, current greenslip, 12mth rego. Needs paint and interior. Many spares including 5sp box. Am unable to complete restoration due to health. Richard Swinton, 02 6629 1069, richard.swinton@gmail.com

505 GTi sedan. Series 1, 1985, white with grey. Still a very willing engine, but has a noisy bearing in the gearbox. Tidy interior, the odd bump on the outside. Garaged since we bought it in 1993. Pictures will be on Gumtree soon, or can be emailed. \$250 or offers please, plus delivery can be arranged. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com

505 GTi sedan. Series 2, 1985, red with grey. 3-speed auto with 110,000km only, and still like new inside. Needs a head gasket. Was my dad's car and he only drove it 1,600km a year, the rest of the time it was in a garage. Offers around \$900 please, and delivery can be arranged. Still on Gumtree, or pictures can be emailed. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com

505 SLi wagon. Series 2, 1986, white with blue. 3-speed auto with the Bosch injected 2-litre engine. Exc engine except for a slight problem which limits its revving ability. Very tidy car otherwise, can't see any rust and it has been garaged since we bought it in 2002. Offers around \$400 please, and delivery can be arranged. Pictures will be on Gumtree soon, or can email them. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com

505 STi, 1985. May be useful for parts. The engine still runs and the body panels are all in fair condition. It is available for free, if anybody is interested, only condition being that they would need to take the complete car. It can readily be driven onto a car trailer. If there is no interest within the next month,

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

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then I will reluctantly arrange for it to be picked up for scrap. I have owned the car since 1987, and it has 260K on the clock. The car is currently located in Mosman, Doug Slater, 0412 282 341, doug@theslaters.com.au

604 SL, 1978. I have owned my 604 for 27 years. Converted to run on LPG only. Has had its 10yr tank inspection. Motor overhauled 3 years ago and only travelled 10,000km since. Electronic dizzy fitted (no points). Reco radiator with large transmission cooler plus twelve blade elec fan. Motor runs cool even during the last +40c summers. Stainless centre and rear mufflers. Front and rear brakes overhauled. Front shocks replaced a few years ago with new front susp bushes. HD battery fitted. Electric central locking fitted. Auto gearbox runs very well and no faults. Front seats retrimmed. Interior in very good condition. Body also in good condition. Need room for purchase of another car. Cheap to run with LPG costing 75c per litre. Asking \$2750 ono. Rego VEE666 not included in sale. Steve, 0409 504 604

Peugeot 'NOUVEAU STYLE' folding push bikes (x2) that I would like to sell. They were bought new in 1975 and have been in storage ever since. One has been ridden while the other has hardly been rid-

den at all — it still has the tit bits on the tyres. They are both in original good condition and have always been garaged, other than a wash I have not attempted to detail them. The paint work apart from some scratches is good and the chrome would polish up like new. Lance Hills, 0418 923 017, thehills@idl.com.au Central Coast NSW

Parts

203 Bonnet mascot, lion emblem with teeth, but "bubbly", Aaron Pretlove posspretlove@gmail.com

403 All opening doors, boot-lid, bonnet, plus front guards, and rear tail light to rear wheelarch cutoffs. Good condition with interior surface corrosion blemishing only. Would clean up very nicely. Priced individually, or \$400 for the lot, or offers please. Located in Grenfell but can deliver. Pictures will be on Gumtree soon, or can be emailed. Neil, 0412 979 737, 02 4368 1870, simmo404@yahoo.com

403, Interior door handle (new) \$30, rear light lens \$20, 2 clutch plates \$80, Mike Barrett, Beecroft, 02 9875 3087.

404, Gearbox (early 404) \$200, **4**2 Steering columns \$80, Front grille (without badge) and surround \$20, rim and tyre \$20 or \$270 the lot. Mike Barrett, Beecroft, 02 9875 3087

Jon Marsh

IT'S BEEN AGES since my last update, so there are heaps of awards to announce this month. For the enlightenment of newer Club members, these badges are awarded after 10, 20,

30 and 40 years continuous membership.

If you think you are entitled to a badge but haven't received it, please email me at jon-marsh49@gmail.com so we can check out your membership history.

Member Badges

10 years

- | | |
|--------------------|--------------------|
| John Keppo | Pymble |
| David Schultz | Gladsville |
| Paul & Jacqui Hood | Carlingford |
| David Ashley | Koorringal |
| Robert Steel | Corrimal |
| Bruce Hodgkins | West Pennant Hills |
- 330 10 year badges issued since 1983

20 years

- | | |
|-----------------|-------------|
| Ray Chappelow | Seven Hills |
| Robert Crosland | Dural |
- 125 20 year badges issued since 1993

30 years

- | | |
|---------------|-------------|
| Alan Keirle | Dee Why |
| Ron Freestone | Wahroonga |
| Robert Rigg | North Rocks |
| Peter McCabe | Blacktown |
- 41 30 year badges issued since 2003

40 years

- | | |
|----------------|------------|
| Peter Boorman | Lilyfield |
| Jon Marsh | Schofields |
| Neil Strugnell | Yowie Bay |
- 11 40 year badges issued since 2013

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	Service Unit	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Riverina European	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Muir's European	Sales Showroom, Service & Parts	205 Parramatta Road	HABERFIELD	NSW 2045	02 9798 8888
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERY	NSW 2018	02 9313 7866
Tamworth City Prestige	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6766 5008
	Service Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
VICTORIA					
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	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	436 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2844
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhantly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Bendigo Motor Group	Service Unit	140-150 High Street	BENDIGO	VIC 3550	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Taylor Motors	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
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
West-Star Motors	Sales Showroom	James & Hume Street	TOOWOOMBA	QLD 4350	07 4639 0111
	Service & Parts	Thompson Lane	TOOWOOMBA	QLD 4350	07 4639 0111
Motoco Group	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central (contract ending)	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422

AFTERcare

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199KW 0-100KM/H 5.9 SEC**



The 199kW* RCZ R is the fastest production car we've ever built. Developed by Peugeot Sport to be race track ready it's a thrilling drive every day, accelerating from 0-100km/h in just 5.9 seconds* With a steel exhaust manifold, forged pistons developed with MAHLE TM Motorsport and the improved traction of a Torsen® limited slip differential, the RCZ R hugs every bend.

NEW PEUGEOT RCZ R

MOTION & EMOTION



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